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**INTERSTATE 15 CORRIDOR**

**Montana City to Lincoln Road**

# **Public Opinion Survey Report of Results**

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# Executive Summary

## Background

An Environmental Impact Statement (EIS) is being prepared by the Montana State Department of Transportation (MDT) and the Federal Highways Administration (FHWA) to determine what type(s) of transportation improvement(s) may be necessary along the I-15 corridor between the Montana City and Lincoln Road interchanges, and what the impacts of such improvements would be. As a part of the public involvement process for the EIS, a survey of residents was conducted to provide MDT and FHWA information about the perspectives of residents in the area. These survey results represent part of the feedback and data gathered by MDT and FHWA as these agencies consider what recommendations and decisions to make about alternatives for the I-15 corridor.

Approximately 4,000 households in the region of the corridor were selected to participate in the survey using a stratified systematic sampling method. An individual within each household was randomly selected to complete the questionnaire.

Households received three mailings during October and November of 2001: the first was a prenotification postcard informing them they had been selected to participate in a survey; the second mailing was sent a week later and included the questionnaire, a cover letter explaining the purpose and importance of the survey, and a postage-paid return envelope; a third mailing with a reminder cover letter and questionnaire was sent the third week.

Of the 3,442 eligible households to which surveys were delivered, 1,411 completed the survey providing a response rate of 41%. Approximately 14% of addresses sampled were “vacant” or “not found.” This represents a good response rate; in general, the response rates obtained on resident surveys range from 25% to 40%. The data were weighted to reflect the demographic profile of the residents of the study region.

It is customary to describe the precision of estimates made from surveys by a “level of confidence” (or margin of error). The 95 percent confidence level for this survey is generally no greater than plus or minus 3 percentage points around any given percent reported. The confidence intervals are larger around estimates for subgroups.

## Perceptions of Problems on I-15

- Survey participants were asked to assess the seriousness of five potential transportation problems in traveling on or crossing the I-15 corridor from the Montana City interchange to the Lincoln Road interchange. The response scale used to measure their perception of these potential problems was “no problem,” “minor problem” and “major problem.”
- Getting on and off I-15 at the existing interchanges was rated as a problem by 81% of respondents; 40% felt it was a major problem, and 41% felt it was a minor problem
  - The interchanges deemed most problematic were the Capitol/Prospect Avenue interchange (79%) and the Cedar Street interchange (67%).

- The lack of additional interchanges was deemed a problem by 79% of respondents; 49% felt it was a major problem, and 30% felt it was a minor problem.
  - The stretch of the corridor considered the biggest problem due to lack of additional interchanges was between Cedar Street and Lincoln Road (74%).
- Crossing I-15 on existing east/west roads was regarded as a problem by 71% of respondents; 29% felt it was a major problem, 42% felt it was a minor problem.
  - The east/west roads judged most difficult for crossing I-15 were Custer Avenue (52%), Capitol/Prospect Avenue (53%) and Cedar Street (55%).
- The lack of additional crossings to get from one side of I-15 to the other was considered a problem by 63% of respondents; 32% felt it was a major problem, 31% felt it was a minor problem.
  - No individual stretch of the I-15 corridor was rated as a problem by more than 50% of respondents; from Custer Avenue to Sierra Road was rated as a problem by 49% of respondents, and the corridor between Cedar Street and Custer Avenue was rated as a problem by 41% of respondents.
- Congestion on I-15 was believed to be a problem by 61% of those completing the survey; 29% felt it was a major problem, 32% felt it was a minor problem.
  - Northbound and southbound between the Cedar Street interchange and the Capitol/Prospect Avenue interchange were considered the most congested, rated as a problem by 66% of respondents.

### **Support For Or Opposition To Various Transportation Improvements On The I-15 Corridor**

- Survey participants were asked to rate their support for or opposition to a series of possible options for the I-15 corridor.
- Making no improvements along the I-15 corridor was supported by less than 20% of respondents, while over 80% opposed the possibility of making no improvements, and over 60% strongly opposed it.
- Making only minor improvements was supported by 37% of respondents, with 63% opposing this option, 39% “strongly” opposing it.
- The transportation projects supported by over 60% of respondents were:
  - A new interchange north of Cedar Street, supported by 88% of respondents, with strong support from 62%.
  - Improvements for bicyclists and pedestrians, supported by 86% of respondents, with strong support from 51%.
  - A new overpass or underpass north of Cedar Street, supported by 80% of respondents, with strong support from 46%.
  - Improvements for bus service, supported by 75% of respondents, with strong support from 37%.
  - A new interchange south of Capitol/Prospect Avenue, supported by 68% of respondents, with strong support from 32%.
  - A new overpass or underpass south of Capitol/Prospect Avenue, supported by 66% of respondents, with strong support from 36%.

- Those completing the questionnaire were asked what concerns, if any, they had about the implementation of transportation projects on the I-15 corridor.
  - 26% indicated they had no concerns.
  - 29% were worried about possible traffic disruptions during construction.
  - 26% were concerned about the possibility of induced growth or development.
  - 23% were concerned that a particular project might not really meet the needs.
  - 20% thought that the projects might take too long to complete.
  - 15% were concerned about the process, feeling that the decisions about the corridor have already been made.
  - 12% worried the projects would change the character of the community.
  - 10% were concerned about adverse effects on the environment.

### **Public Information Issues**

- Awareness of the EIS was high among survey participants; 65% had been aware of the study before receiving the questionnaire.
- A large proportion (80%) of those who had previously heard of the EIS had learned about it from newspaper articles. Other sources included:
  - television (41%),
  - word of mouth (41%),
  - radio (30%),
  - public/community meetings (7%),
  - Council or Commission meetings (6%),
  - Committee meetings (3%), and
  - other sources (13%).
- The media preferred by most respondents as the source of information about the I-15 EIS was the newspaper (65%). Other channels or sources included:
  - public service announcements on the television or radio (52%),
  - a newsletter (36%),
  - ads in the paper (28%),
  - a website related to the project (23%),
  - public community meetings (14%), and
  - other methods (3%).
- When asked how they would like to be involved in providing additional feedback about the study, 38% answered they would not like be involved.
- Electronic media were among the top preferences of those who did want an opportunity to provide comments; 31% would like to use a website devoted to this purpose, and 24% wanted to e-mail their comments to project designers.
- Attendance at public meetings was attractive to 17% of respondents, and 16% wanted to call a hot line with comments.

## Use of the I-15 Corridor

- 52% of survey respondents reported making five or more round trips on the Interstate per week. The proportion of survey participants making five or more round trips per week on I-15 for various trip purposes were:
  - to shop or run errands, 27%
  - commuting to and from work, 25%
  - other types of work trips, 15%
  - for recreation, 14%
  - to get to and from school, 6%
  - other types of trips, 14%
- 58% of survey respondents cross I-15 from one side to the other for two or more round trips per week. The proportion making two or more round trips across the Interstate for various purposes were:
  - to shop or run errands, 34%
  - commuting to and from work, 30%
  - other types of work trips, 19%
  - for recreation, 17%
  - to get to and from school, 8%
  - other types of trips, 16%
- The area in which respondents work was recorded on the survey form. Respondents could give more than one answer, so percents add to more than 100%. These areas were:
  - downtown Helena or West Helena, 35%
  - the Capitol/State Government area, 26%
  - the Airport/Montana Department of Transportation area, 14%
  - the hospital area, 13%
  - north of Custer Avenue, 9%
  - East Helena, 5%
  - Montana City, 4%
  - elsewhere, 17%
- The locations of respondents' residences were:
  - the City of Helena, 60%
  - north of Custer Avenue and west of I-15, 18%
  - other areas of the region, 22%
- The three most popular shopping areas were the North Helena area (74%), Capitol Hill Mall area (71%) and the Downtown Helena/West Helena area (59%).



### **Potential Future Use of Alternative Modes of Transportation**

- Respondents were queried about the possibility of increasing their use of alternative modes of transportation.
- When asked whether they agreed or disagreed with the statement: “I would walk more often if more sidewalks, walking paths, crosswalks and benches were built” 37% strongly agreed and 29% of respondents somewhat agreed with this assertion. Thirty-four percent of respondents disagreed; 22% strongly disagreed.
- Fifty-nine percent of respondents agreed they “would ride a bike more often if more bike paths, lanes and bike racks were built;” 35% strongly agreed and 24% somewhat agreed. Twelve percent of respondents somewhat disagreed with the statement, and 29% strongly disagreed.

Fifty-eight percent of respondents affirmed they “would take the bus for some trips if a convenient bus service was provided.”



# REPORT OF RESULTS

## Background

An Environmental Impact Statement (EIS) is being prepared by the Montana State Department of Transportation (MDT) and the Federal Highways Administration (FHWA) to determine what type(s) of transportation improvement(s) may be necessary along the I-15 corridor between the Montana City and Lincoln Road interchanges, and what the impacts of such improvements would be. As a part of the public involvement process for the EIS, a survey of residents was conducted to provide MDT and FHWA information about the perspectives of residents in the area. These survey results represent part of the feedback and data gathered by MDT and FHWA as these agencies consider what recommendations and decisions to make about alternatives for the I-15 corridor.

Approximately 4,000 households in the region of the corridor were selected to participate in the survey using a stratified systematic sampling method. An individual within each household was randomly selected to complete the questionnaire.

Households received three mailings during October and November of 2001. The first was a postcard notifying them they had been selected to participate in a survey about the I-15 corridor between the Montana City and Lincoln Road interchanges. About a week later a survey was mailed with a cover letter signed by Kenneth Gambrell, the project manager for the EIS study for the corridor. Approximately one week after the first survey was mailed, a second survey was mailed, with a cover letter asking those who had not yet participated to do so, while informing those who had already completed the survey not to do so again.

Of the 3,442 eligible households to which surveys were delivered, 1,411 completed the survey providing a response rate of 41%. Approximately 14% of addresses sampled were "vacant" or "not found." This represents a good response rate; in general, the response rates obtained on resident surveys range from 25% to 40%.

It is customary to describe the precision of estimates made from surveys by a "level of confidence" (or margin of error). The 95 percent confidence level for this survey is generally no greater than plus or minus 3 percentage points around any given percent reported. The confidence intervals are larger around estimates for subgroups.

The data were weighted to reflect the demographic profile of the residents of the study region. More information about the survey methodology can be found in Appendix IV. Appendix V contains copies of the survey materials.

Summarized survey results are found in the body of the report. For the most part, these results are reflective of respondents who had an opinion; that is, the "don't know" responses were removed when calculating the proportions of respondents giving various answers. A complete set of survey results is in Appendix I, including the proportion of respondents who answered "don't know." Appendix II displays selected survey results by respondent characteristics, while Appendix III shows the verbatim responses given to the open-ended questions in which respondents could write in an answer in their own words.

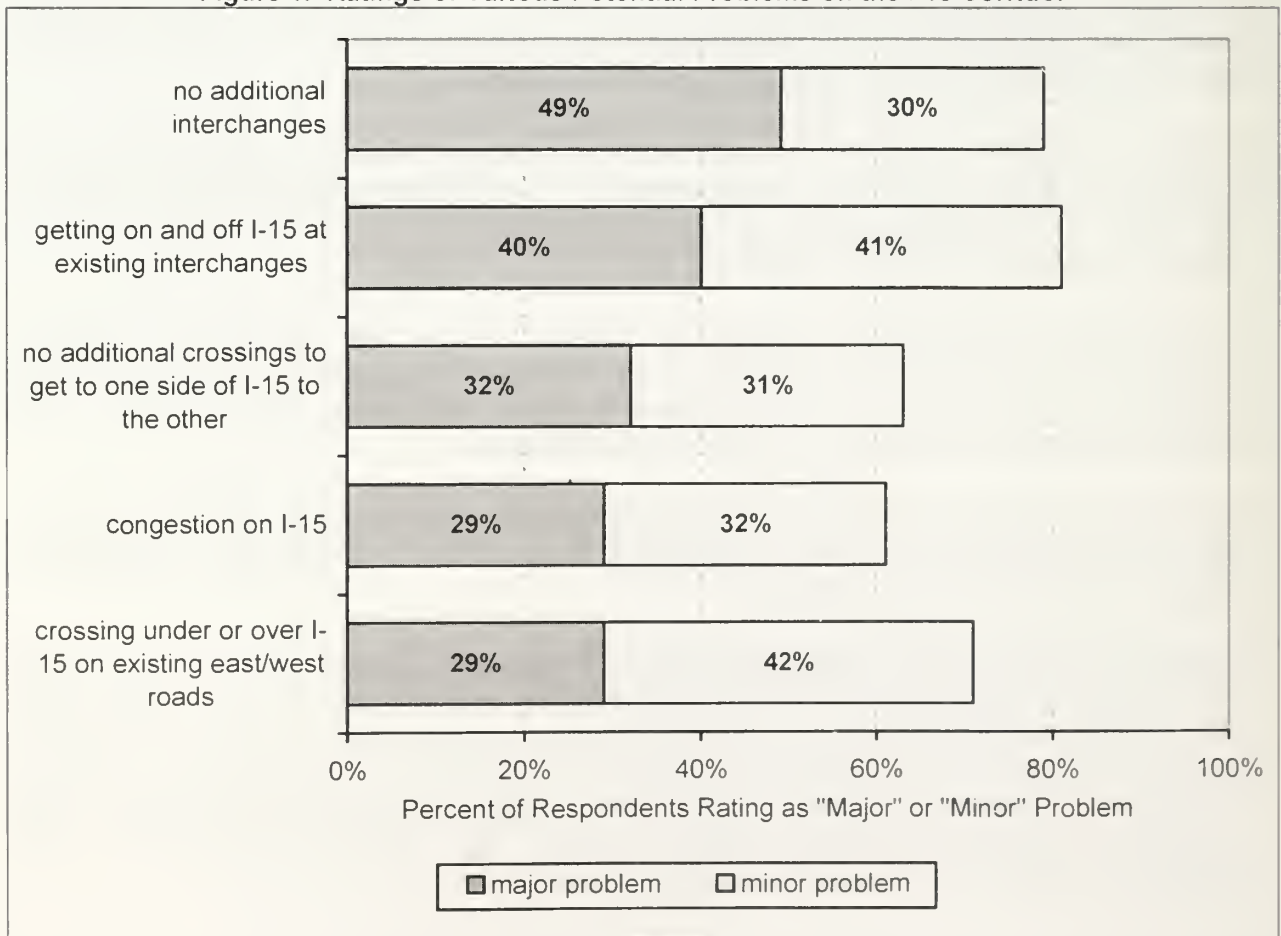
## Perceptions of Problems on I-15

The first half of the survey was organized around a presentation of five possible problems people who travel the I-15 corridor (or cross the corridor) might encounter. For each of these five potential problems, respondents were first asked to rate how much of a problem, if at all, they felt each were. If they felt it was a problem, they were then asked additional information about that problem, like where they felt the problems were, when they encountered the problems, and more about the nature of the problem.

The response scale used to measure their perception of these potential problems was “no problem,” “minor problem” and “major problem.” (They also could use a “don’t know” category; these responses have been removed from the analyses for the body of the report to allow a more fair comparison of responses of those with an opinion; Appendix I contains the full set of survey responses, including the proportion who answered “don’t know” to each question.)

Figure 1 below displays the proportion of respondents rating each of these potential problems as a “major” or “minor” problem. Almost half of those completing the questionnaire felt the lack of additional interchanges was a major problem, and almost 80% felt it was at least a minor problem. Getting on and off I-15 at the existing interchanges was viewed as a problem by just over 80% of respondents, with 40% feeling it was a major problem. Crossing over or under I-15 on the existing east/west roads was believed to be a problem by almost three-quarters of respondents; 29% believed it was a “major” problem. Lack of additional crossings from one side of I-15 to the other, and congestion on the corridor was perceived as a problem by about 60% of respondents.

**Figure 1. Ratings of Various Potential Problems on the I-15 Corridor**



There were some differences in perceptions by various demographic subgroups, although in almost all cases it was a matter of degree; that is, some respondent subgroups were somewhat less likely to view these issues as a problem, but almost always a majority within each subgroup viewed the issue as at least a minor problem (see Table II.1 in Appendix II).

Examples of differences in opinion of greater than 10% include:

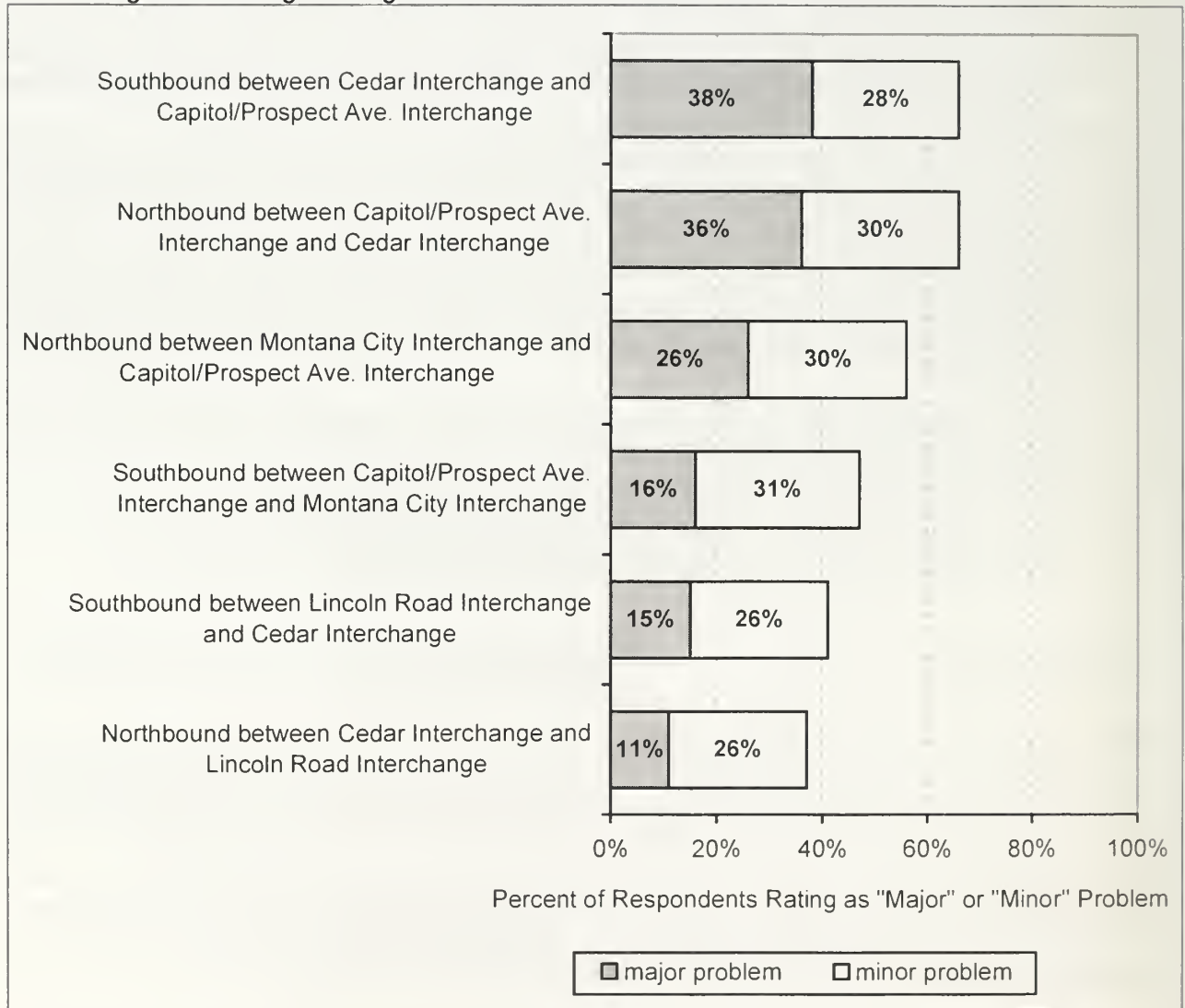
- A greater proportion of those who lived in the area north of Custer Avenue and west of I-15 or in other areas of Lewis and Clark County (63% in each area) believed the lack of additional interchanges was a major problem compared to those who lived in the City of Helena (42%) or other areas in the region (48%).
- A greater proportion of those who live less than half a mile from I-15 (64%) believed lack of additional interchanges was a major problem compared to those who lived further away (44% to 49%).
- Those who lived in the City of Helena were less likely to feel that crossing under or over I-15 on existing east/west roads was at least a minor problem (57%) compared to those who lived in other areas (66% to 73%).
- Those who use the corridor or cross the corridor more than five times a week for any trip or for a commuting trip were more likely to view any of the issues as a problem compared to those who use or cross the corridor less often (see Table II.1b in Appendix II).
- Those who had lived in the region less than three years were less likely to view congestion (19%) as a major problem than were those who had lived in the region 3 to 6 years (28%) or those who had lived in the region 7 or more years (35%).
- Newer residents also were less likely to view the lack of additional interchanges as a major problem (37%) than longer-term residents (51% to 53%).

### ***Congestion on I-15***

After being asked to rate how much of a problem, if at all, they felt congestion on I-15 was, those who viewed it as at least a minor problem were asked to rate how serious of a problem they felt congestion was in specific stretches of the corridor. Each portion and direction of the corridor was rated on the same scale of “no problem,” “minor problem” and “major problem.” Since those who felt congestion on I-15 was “no problem” were instructed to skip past these questions, in the analysis it was assumed these respondents would have rated each stretch as “no problem.” For each of the other problems (e.g., lack of additional crossings, getting on and off the Interstate), the same assumptions were made about the follow-up questions.

The section of I-15 deemed the most troublesome for congestion was between the Cedar Street interchange and the Capitol/Prospect Avenue interchange; about two-thirds of respondents felt congestion in this section, northbound or southbound, was at least a minor problem. About half rated the section between the Montana City interchange and the Capitol/Prospect Avenue interchange as at least a minor problem; 56% thought traveling southbound through that section was a problem, while 47% felt going northbound through the section was a problem. About 40% of respondents felt congestion was a problem between the Lincoln Road interchange and the Cedar Street interchange.

**Figure 2. Rating of Congestion as a Problem on I-15 in Each Stretch and Direction**



When asked to mark what time periods they thought congestion was a problem for each of these portions of the corridor, a large majority indicated the commuter periods of the day, between 7 and 9 am and between 4 and 6 pm. Between 19% and 31% thought other times were also congested on these intervals of the corridor.

**Figure 3. When does congestion on I-15 occur for each stretch and direction**

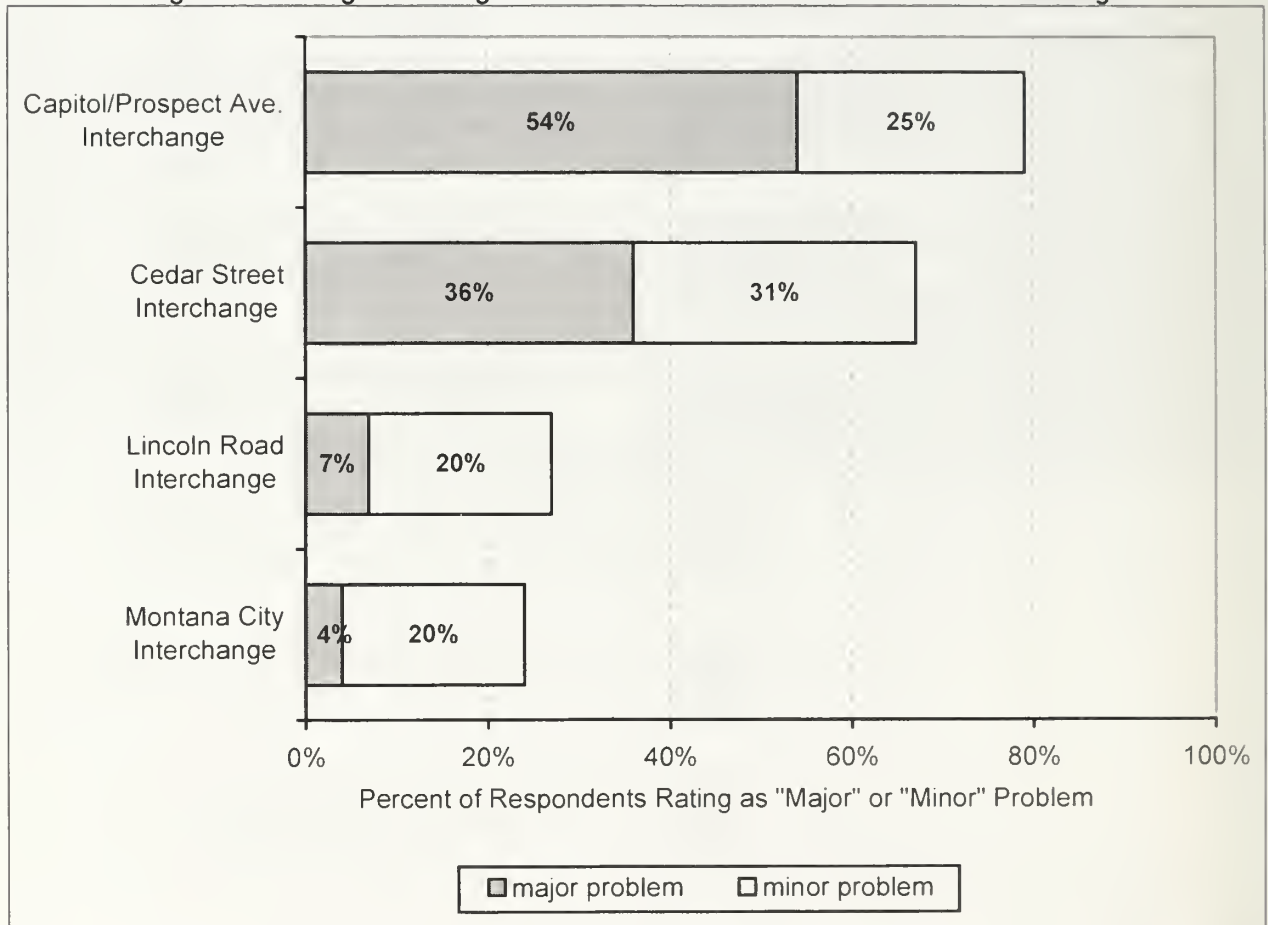
	Percent of Respondents Who Thought Congestion On I-15 Was A Problem*		
	between 7 and 9am	between 4 and 6pm	other times
Northbound between Montana City Interchange and Capitol/Prospect Ave. Interchange	96%	96%	20%
Northbound between Capitol/Prospect Ave. Interchange and Cedar Street interchange	80%	89%	31%
Northbound between Cedar Street interchange and Lincoln Road Interchange	70%	84%	20%
Southbound between Lincoln Road Interchange and Cedar Street interchange	86%	67%	19%
Southbound between Cedar Street interchange and Capitol/Prospect Ave. Interchange	85%	84%	28%
Southbound between Capitol/Prospect Ave. Interchange and Montana City Interchange	65%	88%	19%

*\*Percents may add to more than 100% as respondents could give more than one answer*

## Getting On and Off I-15

The difficulty of getting on and off I-15 at each interchange on the corridor was assessed by survey respondents. Exiting and entering I-15 at the Capitol/Prospect Avenue interchange was felt to be a major problem by over half of the respondents, and over three-quarters felt it was at least a minor problem. The Cedar Street interchange was deemed a problem by two-thirds of respondents. Less than 30% of those completing the survey thought getting on and off the Interstate was a problem at the Lincoln Road interchange or the Montana City interchange.

**Figure 4. Rating of Getting On and Off I-15 as a Problem at Each Interchange**





Those completing the survey were asked to indicate why they thought it was a problem to enter and exit the Interstate at the existing interchanges, and when the problems occurred. Congestion on I-15 was more often cited than was safety at the Montana City interchange and the Cedar Street interchange. However, for the Lincoln Road interchange safety in getting off the highway was stipulated more often than was congestion in getting off the highway, or safety and congestion in getting on the highway. For the Capitol/Prospect Avenue interchange, safety and congestion in getting on and off the highway was noted by more than half of respondents who thought there was a problem.

**Figure 5. Why it is a problem it is to get on and off I-15 at existing interchanges**

	Percent of Respondents Who Thought Getting On And Off I-15 Was A Problem*				
	congestion getting on I-15	congestion getting off I-15	safety getting on I-15	safety getting off I-15	other problem**
Montana City Interchange	56%	57%	42%	35%	11%
Capitol/Prospect Ave. Interchange	56%	74%	63%	68%	11%
Cedar Street interchange	61%	73%	46%	39%	7%
Lincoln Road Interchange	36%	41%	34%	59%	21%

*\*Percents may add to more than 100% as respondents could give more than one answer*  
*\*\*See Appendix III for responses written in by survey participants.*

While the large majority of respondents who felt getting on and off I-15 was a problem indicated that commuter rush hours were a problem, a large proportion (39% to 51%) also felt that other times were a problem for the Capitol/Prospect Avenue interchange, the Cedar Street interchange and the Lincoln Road interchange.

**Figure 6. When it is a problem to get on and off I-15**

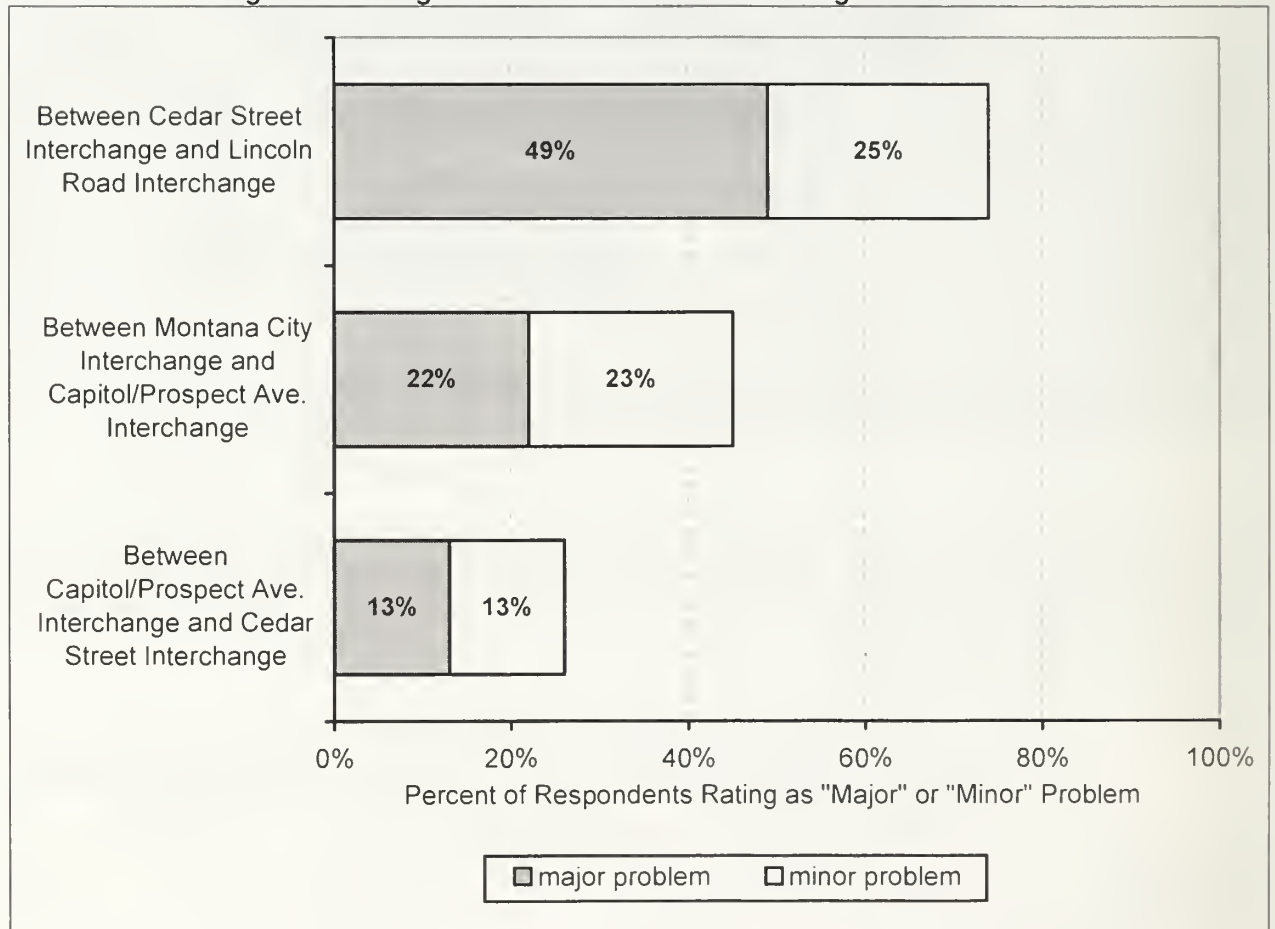
	Percent of Respondents Who Thought Getting On And Off I-15 Was A Problem*		
	between 7 and 9 am	between 4 and 6 pm	other times
Montana City Interchange	79%	77%	23%
Capitol/Prospect Ave. Interchange	88%	88%	47%
Cedar Street interchange	82%	87%	39%
Lincoln Road Interchange	76%	81%	51%

*\*Percents may add to more than 100% as respondents could give more than one answer*

### *Lack of Additional Interchanges*

The stretch of the I-15 corridor considered the most problematic for a lack of additional interchanges was between the Cedar and Lincoln Road interchanges, regarded as a “major” problem by close to half of respondents, and at least a minor problem by close to three-quarters of them. The section of the corridor between the Montana City interchange and the Capitol/Prospect Avenue interchange was judged a problem by 45% of respondents, and the section between the Capitol/Prospect Avenue and Cedar Street interchanges was felt to be a problem by 26% of respondents.

**Figure 7. Rating of Lack of Additional Interchanges as a Problem**



About three-quarters of survey participants who felt the lack of additional interchanges was a problem cited access to work as one source of the problem for each of the three stretches of Interstate. The other reasons varied by location. Access to medical care was given as a reason the lack of interchanges was a problem between the Montana City and Capitol/Prospect Avenue interchanges by 72% of respondents answering the question. Access to business and shopping and to other community facilities was referred to by 50% or more of respondents who believed the lack of interchanges between the Capital/Prospect Avenue and Cedar Street interchanges and between the Cedar Street and Lincoln Road interchanges.

**Figure 8. What is the problem of no interchange at each location**

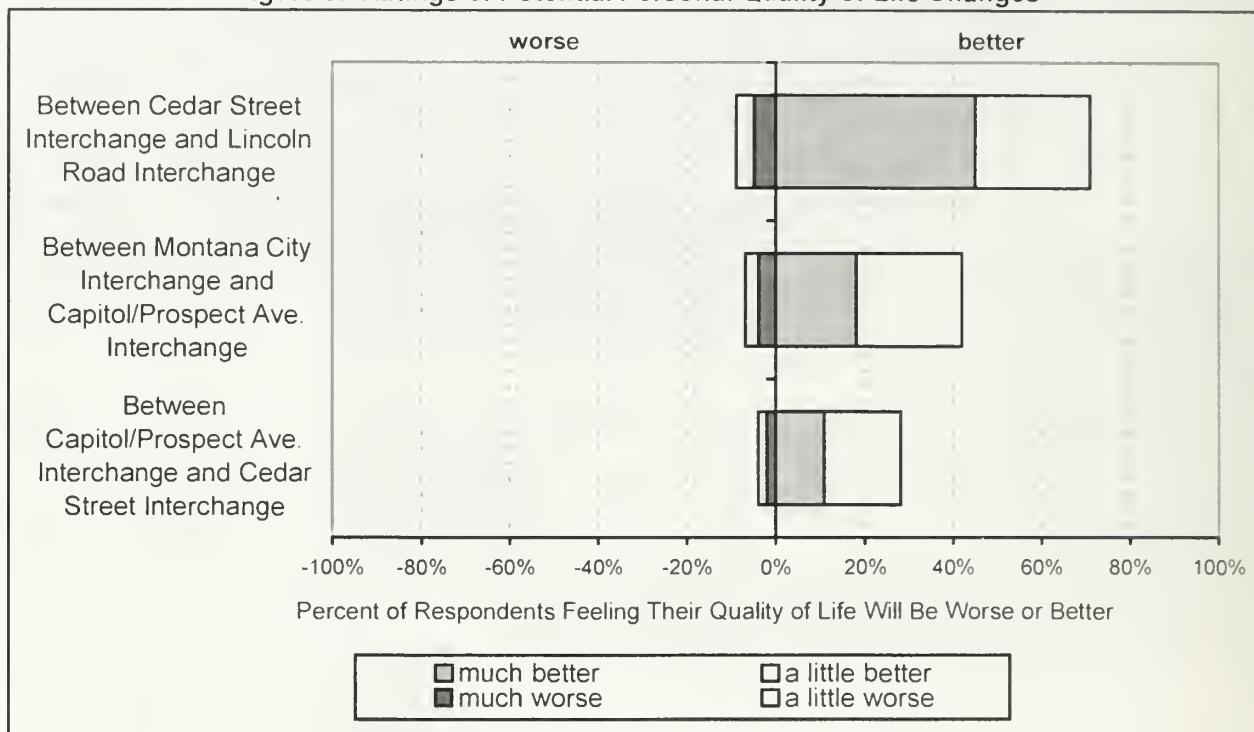
	Percent of Respondents Who Thought Getting On And Off I-15 Was A Problem*					
	access to work	access to school	access to medical care	access to business and shopping	access to other community facilities	other problem**
Between Montana City Interchange and Capitol/Prospect Ave. Interchange	70%	27%	72%	39%	42%	17%
Between Capitol/Prospect Ave. Interchange and Cedar Street Interchange	62%	30%	39%	67%	50%	16%
Between Cedar Street Interchange and Lincoln Road Interchange	64%	43%	32%	73%	58%	26%

\*Percents may add to more than 100% as respondents could give more than one answer

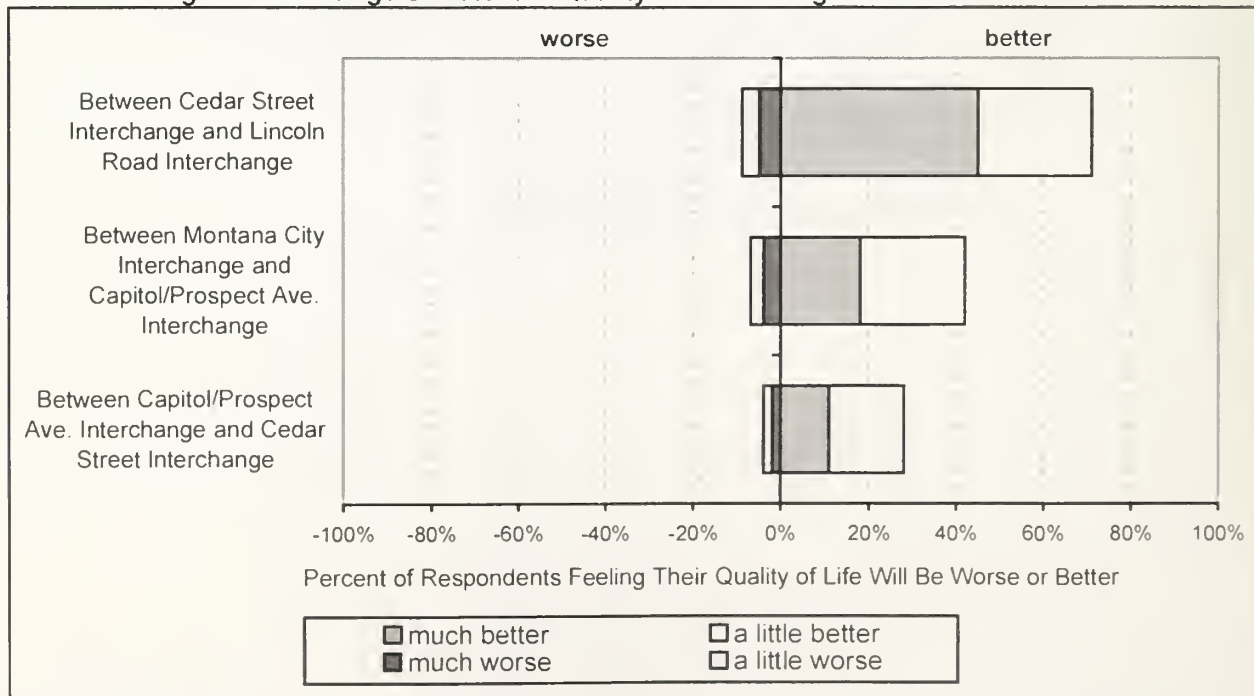
\*\*See Appendix III for responses written in by survey participants.

Survey participants were asked whether they thought their own quality of life would change for the better or worse if new interchanges were added in various portions of the I-15 corridor, and whether they thought the quality of life of other residents in the region would be impacted positively or negatively. In every case, a greater proportion of respondents thought quality of life would be better than those who thought it would be worse. The stretch of Interstate that most participants thought would benefit their quality of life with the addition of interchanges was between the Cedar and Lincoln Road interchanges.

**Figure 9. Ratings of Potential Personal Quality of Life Changes**



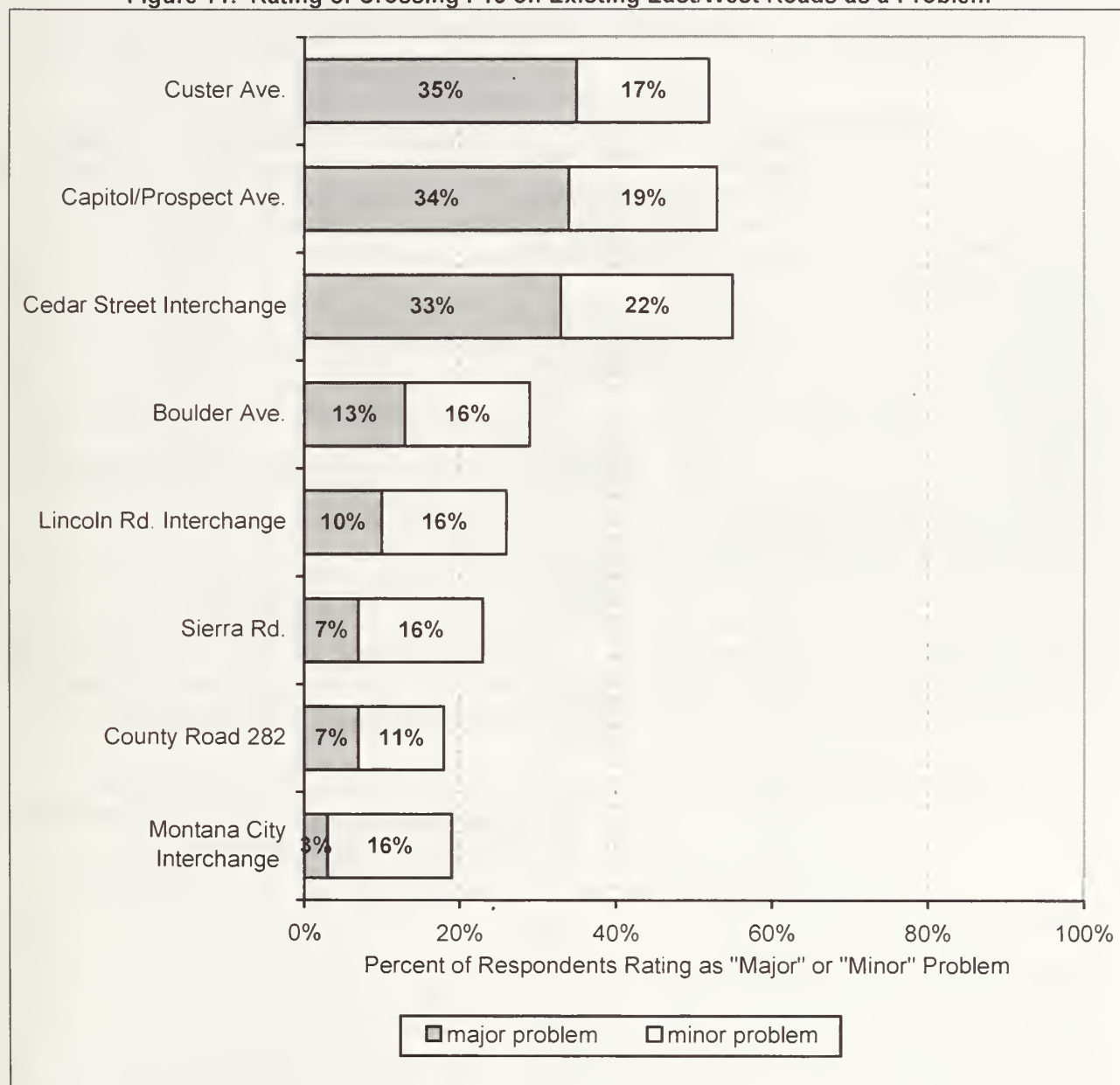
**Figure 10. Ratings of Potential Quality of Life Changes for Other Residents**



### Crossing I-15 on Existing East/West Roads

More than half of those surveyed felt that crossing I-15 on Custer Avenue, Capitol/Prospect Avenue and at the Cedar Street interchange was at least a minor problem, and about a third felt it was a major problem. Less than 30% felt crossing I-15 at Boulder Avenue, the Lincoln Road interchange, Sierra Road, County Road 282 or the Montana City interchange was a problem.

**Figure 11. Rating of Crossing I-15 on Existing East/West Roads as a Problem**



When asked why they thought it was a problem to cross over or under I-15, almost every option presented for each crossing point was indicated by over half of the respondents. Traffic safety was cited by 58% or more of respondents as an issue at each crossing. Traffic congestion was specified as an issue by 46% or more of respondents for every crossing, but over 80% thought it was a concern at Custer Avenue, Capitol/Prospect Avenue, and the Cedar Street interchange. The difficulties of crossing I-15 for bicyclists and pedestrians was a concern to over 35% of respondents at each crossing, and over 60% thought it was troublesome at the Capitol/Prospect Avenue and the Cedar Street interchanges, and Custer Avenue.

**Figure 12. Why it is a problem to cross over or under I-15 on existing east/west roads**

	Percent of Respondents Who Think It Is A Problem To Cross Over Or Under I-15*				
	traffic congestion	traffic safety	difficult for bicycles	difficult for pedestrians	other problems**
Montana City	65%	61%	37%	36%	8%
County Road 282	56%	60%	50%	50%	15%
Capitol/Prospect Ave.	85%	66%	62%	63%	9%
Boulder Ave.	52%	58%	46%	50%	22%
Cedar Street	90%	71%	61%	61%	9%
Custer Ave.	81%	76%	68%	67%	18%
Sierra Rd.	58%	65%	56%	57%	15%
Lincoln Rd	46%	77%	52%	52%	18%

\*Percents may add to more than 100% as respondents could give more than one answer

\*\*See Appendix III for responses written in by survey participants.

Getting from one side of I-15 to the other was considered a problem between 7 and 9 am or between 4 and 6 pm by over three-quarters of respondents for each crossing. Other times were considered a problem for each crossing by 30% or more of respondents, and over half thought it was a problem for each crossing except the Montana City interchange and County Road 282.

**Figure 13. When it is a problem to cross over or under I-15 on existing east/west roads**

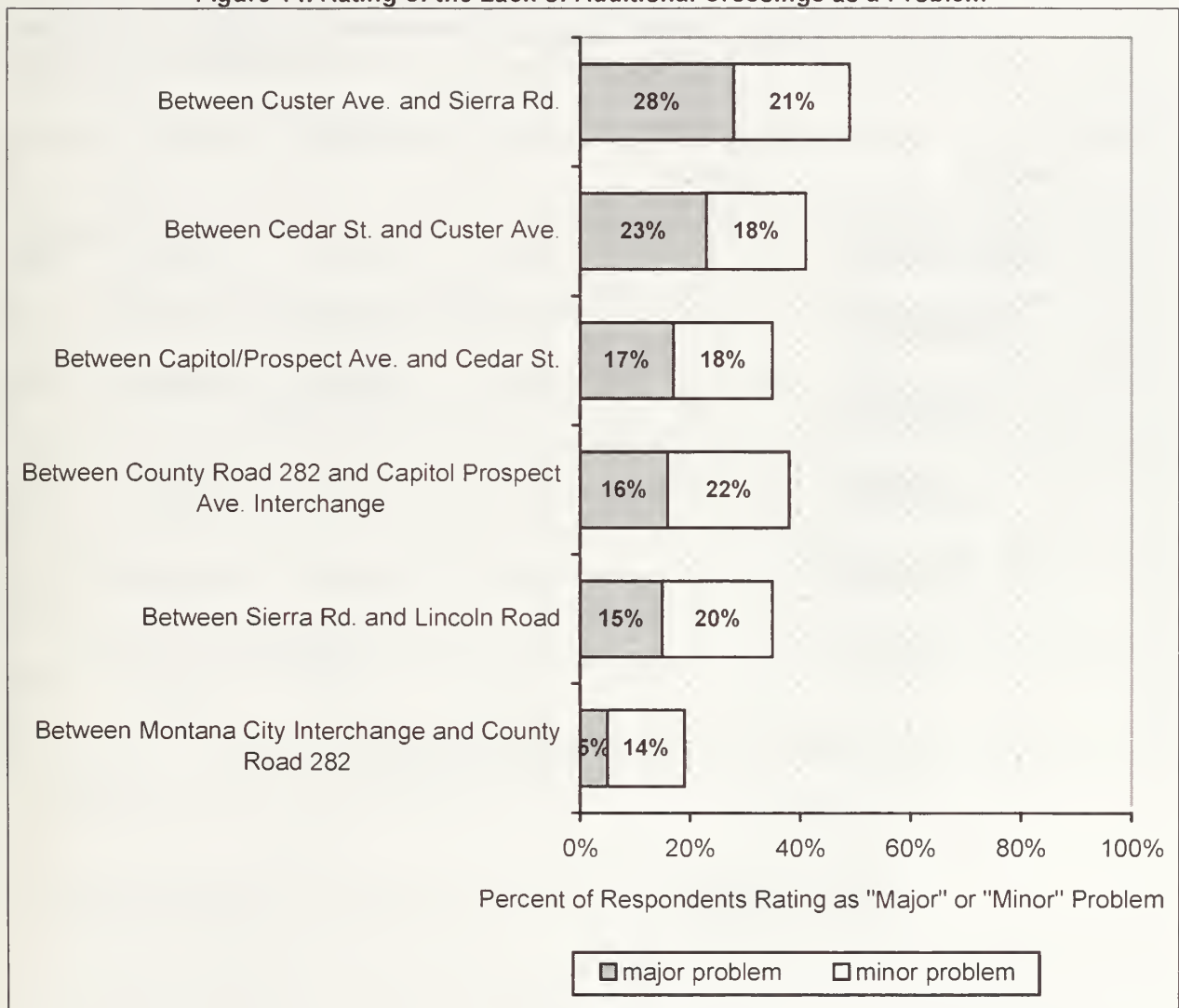
	Percent of Respondents Who Think It Is A Problem To Cross Over Or Under I-15*		
	between 7 and 9am	between 4 and 6pm	other times
Montana City	86%	82%	30%
County Road 282	89%	82%	31%
Capitol/Prospect Ave.	95%	95%	52%
Boulder Ave.	80%	83%	54%
Cedar Street	92%	95%	53%
Custer Ave.	91%	93%	59%
Sierra Rd.	84%	76%	51%
Lincoln Rd.	89%	87%	60%

\*Percents may add to more than 100% as respondents could give more than one answer

### *Lack of Additional Crossings*

The lack of additional crossings was felt to be a problem by 63% of respondents; however, fewer than this proportion marked any particular stretch of I-15 as problematic. Over 40% felt that the lack of additional crossings between Custer Avenue and Sierra Road or between Cedar Street and Custer Avenue was a problem. Between 35% and 38% of respondents felt that a lack of additional crossings on the stretches from Capitol/Prospect Avenue to Cedar Street, from County Road 282 to Capitol/Prospect Avenue or from Sierra Road to Lincoln Road was a problem. About one in five respondents felt that the lack of additional crossings at the Montana City interchange and County Road 282 was a problem.

**Figure 14. Rating of the Lack of Additional Crossings as a Problem**



Having access to work was cited as an issue by 64% or more of respondents for each stretch of I-15 that they felt was lacking additional crossings. About half of respondents felt that access for bicyclists and pedestrians was a concern along each stretch of the Interstate. Seventy percent indicated that access to medical care was a problem for the section between County Road 282 and the Capitol/Prospect Avenue interchange; 80% indicated access to businesses and shopping was troublesome on the section from Cedar Street to Custer Avenue.

**Figure 15. Why it is a problem it is that are no additional crossings to get from one side of I-15 to the other**

	Percent of Respondents Who Thought the Lack of Additional Crossings Over or Under I-15 Was A Problem*						
	access to work	access to schools	access to medical care	access for bicycles	access for pedestrians	access to businesses and shopping	access to other community facilities
Between Montana City Interchange and County Road 282	66%	44%	49%	45%	47%	53%	38%
Between County Road 282 and Capitol/Prospect Ave. Interchange	75%	44%	70%	53%	53%	47%	46%
Between Capitol/Prospect Ave. Interchange and Cedar St.	64%	35%	39%	50%	56%	68%	45%
Between Cedar St. and Custer Ave.	68%	44%	38%	52%	53%	80%	54%
Between Custer Ave. and Sierra Rd.	66%	53%	39%	51%	52%	69%	58%
Between Sierra Rd. and Lincoln Rd.	67%	55%	37%	55%	54%	62%	57%

\*Percents may add to more than 100% as respondents could give more than one answer

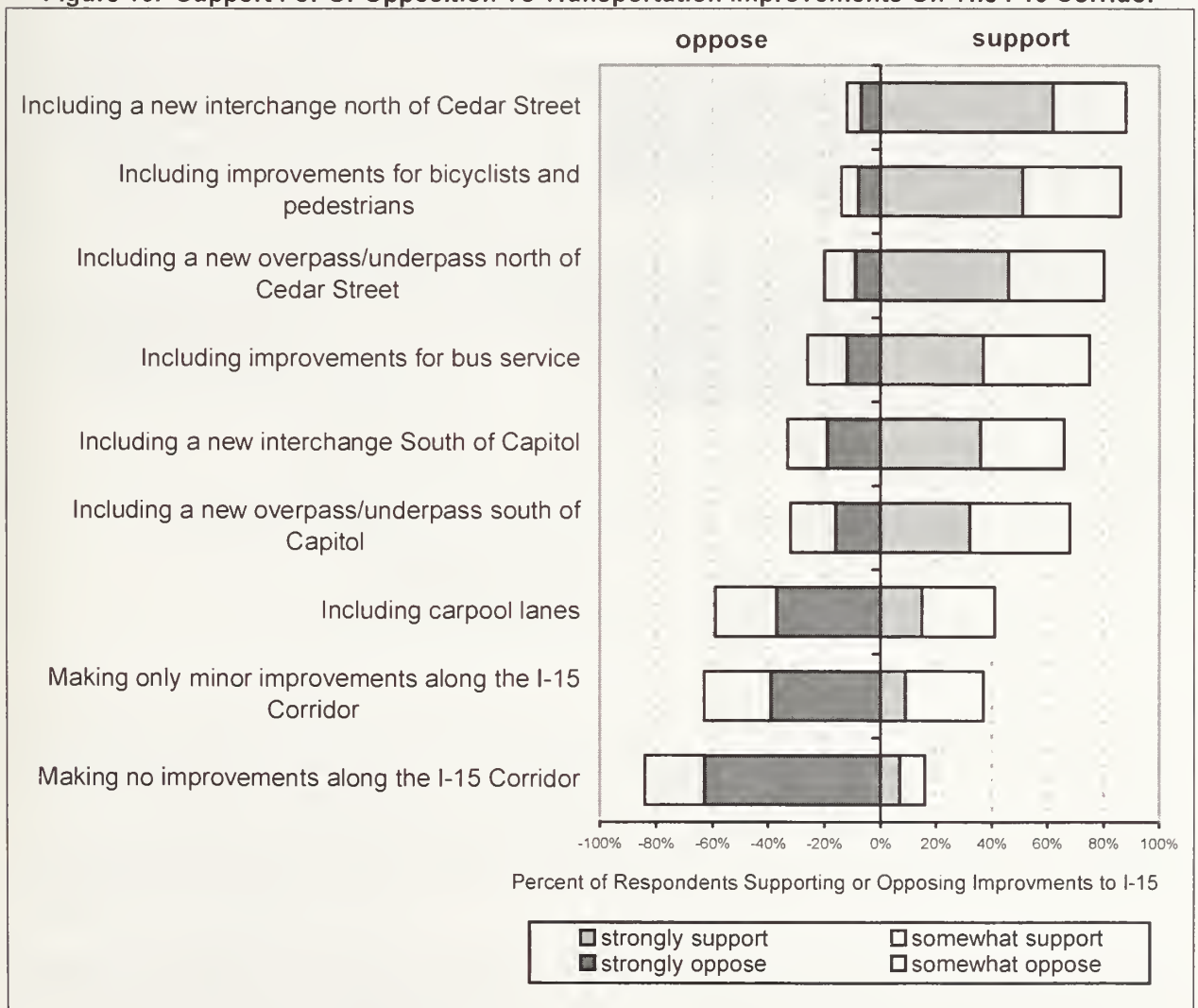


## Support For Or Opposition To Various Transportation Improvements On The I-15 Corridor

A series of options for the I-15 corridor were presented to those completing the questionnaire. Respondents were asked whether they opposed or supported each of these items. The possibility of making no improvements along the I-15 corridor was supported by less than 20% of respondents, while over 80% opposed making no improvements (and over 60% strongly opposed it). Making only minor improvements garnered a bit more support, but still just over 60% opposed this idea, making it clear that most respondents felt that some transportation improvements need to be made in the corridor.

Most of the transportation projects put forward for consideration by participants in the survey received support from over 60% of respondents, with the exception of the inclusion of carpool lanes. This option was supported by 41% of survey participants, while it was opposed by 59%.

**Figure 16. Support For Or Opposition To Transportation Improvements On The I-15 Corridor**



While there were some statistically significant differences among respondent subgroups, the overall pattern was similar for each subgroup (see Table II.2 in Appendix II).

Those completing the questionnaire were asked what concerns, if any, they had about the implementation of transportation projects on the I-15 corridor. About a quarter indicated they had no concerns. Between 20% and 29% were anxious about possible traffic disruptions during construction, the possibility of induced growth or development, that a particular project might not really meet the needs, or that the projects would take too long to complete. Fifteen percent of respondents were concerned about the process, feeling that the decisions about the corridor have already been made. Twelve percent worried the projects would change the character of the community, and 10% were concerned about adverse effects on the environment.

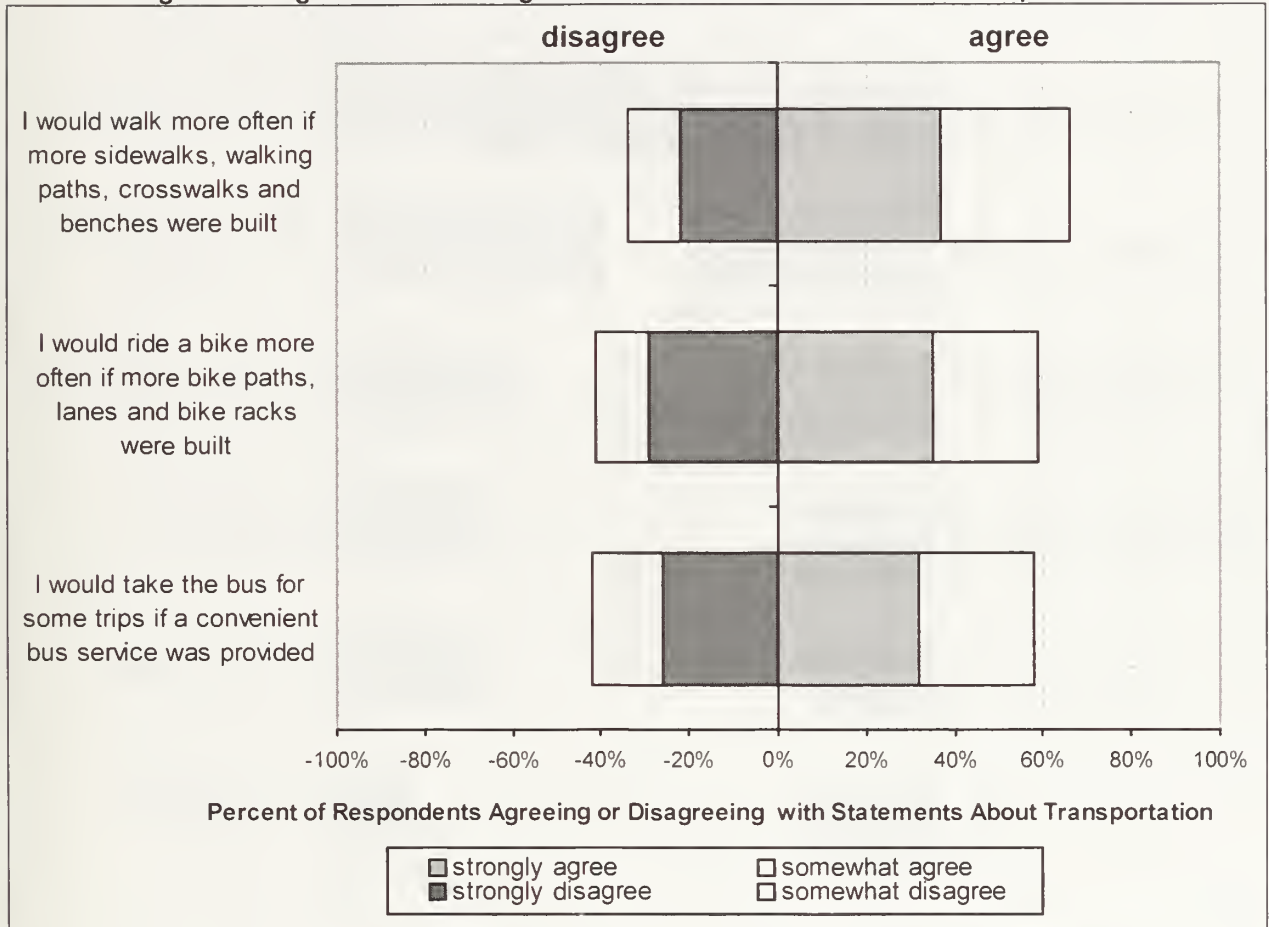
**Figure 17. Concerns respondents have about implementation of transportation projects on I-15**

<b>What concerns, if any, do you have about the implementation of transportation projects on I-15?</b>	<b>Percent of Respondents*</b>
None	26%
It will disrupt traffic during construction	29%
It will bring more growth or development	26%
It won't be what is really needed	23%
It will take too long	20%
The decisions about the I-15 Corridor have already been made	15%
It will change the character of our community	12%
It will have adverse effects on the environment	10%
Other**	15%
<i>*Percents may add to more than 100% as respondents could give more than one answer</i>	
<i>**See Appendix III for responses written in by survey participants.</i>	

## Potential Future Use of Alternative Modes of Transportation

Respondents were queried about the possibility of increasing their use of alternative modes of transportation. More agreed (58% to 66%) that they might change their travel patterns, given the three scenarios presented, than disagreed (34% to 42%). Slightly more respondents felt they might walk more often if more pedestrian facilities were built than thought they would bike or ride the bus more often if these modes were accommodated.

**Figure 18. Agreement Or Disagreement with Statements About Transportation**



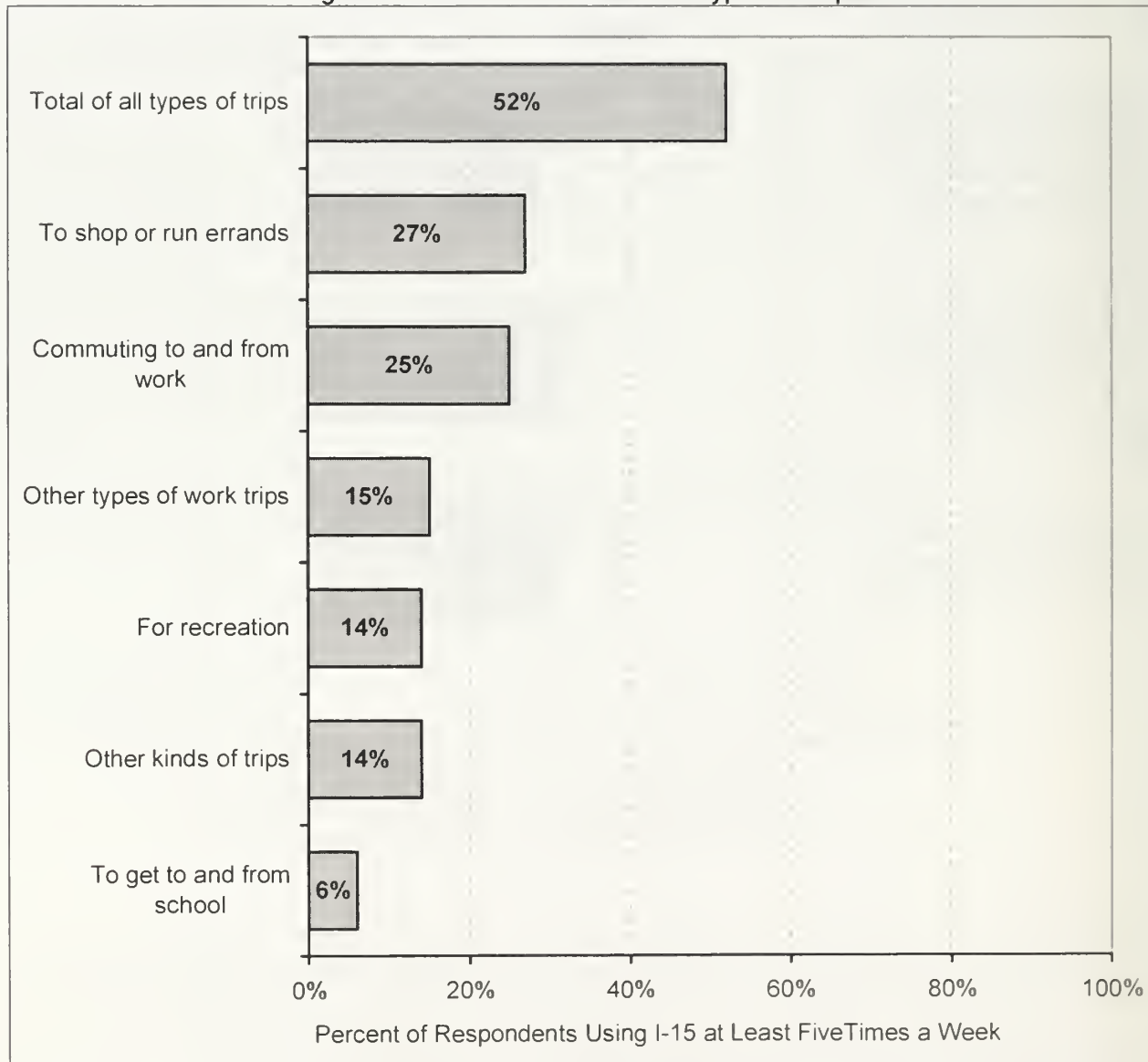
Respondents who lived in the City of Helena were more likely to agree they would increase their use of alternative modes (63% to 73%) than were respondents who resided in other areas (45% to 56%, see Table II.3 in Appendix III). Those who used the corridor for 2 or more round trips per week, or crossed the corridor for 2 or more round trips per week were more likely to think they would change their travel patterns (62% to 70%) than were those who traveled on or across the corridor less often (48% to 58%).

Younger respondents were more likely to agree they might walk or bike more often than were older respondents, while older respondents were more likely to agree they might ride the bus more often than were younger respondents. Females, renters, and those with lower annual household incomes were more likely to agree they would ride the bus more often than were males, owners and those with higher annual household incomes.

## Use of the I-15 Corridor

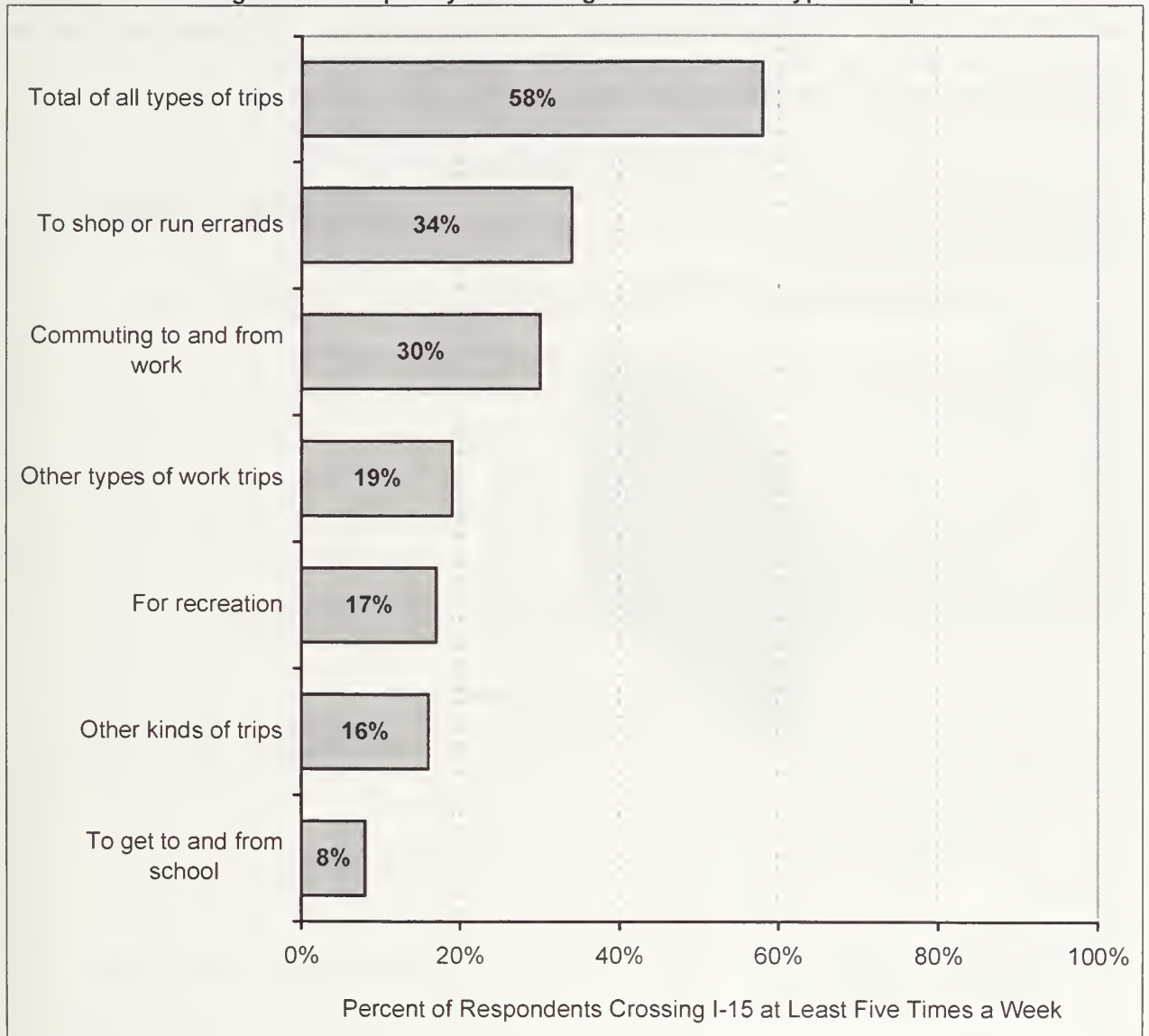
Questions about travel patterns in the I-15 corridor were included on the questionnaire. Just over half of survey respondents said they make five or more round trips on the Interstate per week: 27% travel on the Interstate for five or more rounds trips per week to shop or run errands. A quarter commute to and from work five or more times per week on I-15. Other types of trips are also displayed in Figure 19.

**Figure 19. Use of I-15 for Various Types of Trips**



Respondents were also asked how often they cross from one side of I-15 to the other for various types of trips. Fifty-eight percent reported they cross I-15 for five or more round trips per week. About a third cross I-15 five or more times per week for their work commute or to shop and run errands.

**Figure 20. Frequency of crossing I-15 for various types of trips**



Respondents provided information on their place of work, their place of residence, and the places they shop. About a third of respondents work in downtown Helena or West Helena. About a quarter work in the Capitol/State Government area. Fourteen percent work in the airport/Montana Department of Transportation area, and 13% work in the hospital area.

Sixty percent of respondents reside in the City of Helena, 18% live north of Custer Avenue and west of I-15, and the remainder live in other areas of the region. The three most popular shopping areas were the North Helena area (74%), Capitol Hill Mall area (71%) and the Downtown Helena/West Helena area (59%).

**Figure 21. Place of Work**

In which areas do you work?	Percent of Employed Respondents*
Downtown Helena/West Helena	35%
Capitol/State Government area	26%
Hospital area	13%
Airport/Montana Department of Transportation area	14%
North of Custer Ave.	9%
Montana City	4%
East Helena	5%
Elsewhere in Lewis and Clark County	14%
Elsewhere in Jefferson County	3%
<i>*Percents may add to more than 100% as respondents could give more than one answer</i>	

**Figure 22. Region of Residence**

In what area of the region do you live?	Percent of Respondents
City of Helena	60%
North of Custer Ave. and West of I-15	18%
Other Lewis and Clark County area	12%
East Helena	4%
Montana City area	3%
Other Jefferson County area	2%
Total	100%

**Figure 23. Places Shopped**

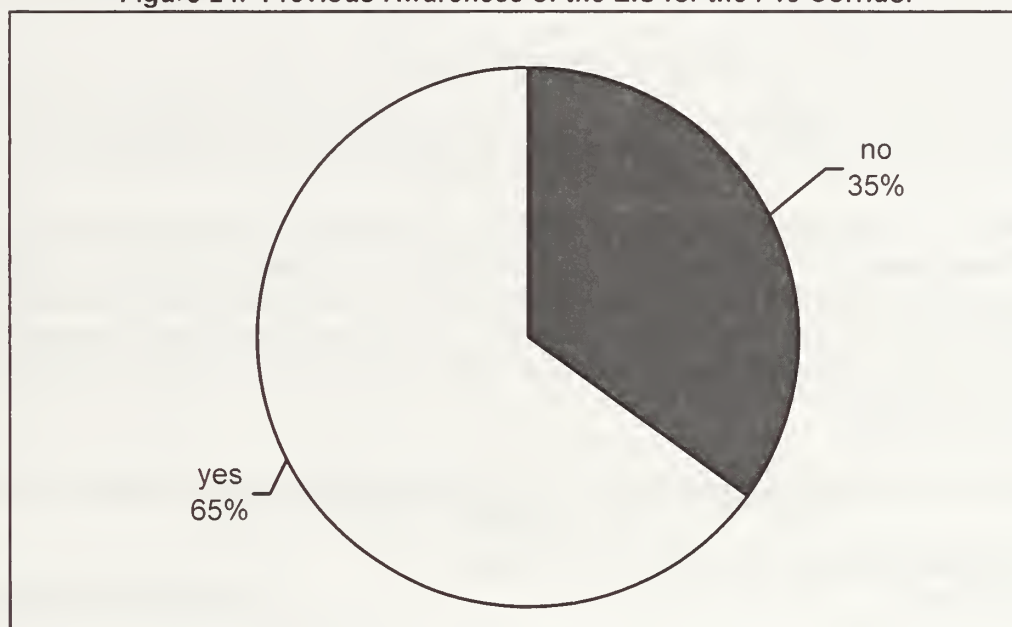
Where do you shop regularly?	Percent of Respondents*
North Helena area	74%
Capitol Hill Mall area	71%
Downtown Helena/West Helena	59%
East Helena	18%
Montana City Area	4%
Elsewhere in Lewis and Clark County	19%
Elsewhere in Jefferson County	1%
<i>*Percents may add to more than 100% as respondents could give more than one answer</i>	

## Public Information Issues

Those taking the survey were posed a series of questions about public information issues related to the Environmental Impact Statement (EIS) for the I-15 corridor, to assess their current awareness of the project, and their preferences for receiving information about and providing feedback for the study.

Awareness of the EIS was high among survey participants; 65% had been aware of the study before receiving the questionnaire. A large proportion of those who had previously heard of the EIS had learned about it from newspaper articles (80%, see Figure 25). Forty-one percent had seen or heard information about the study from the television, and 41% had heard about it through word of mouth. Thirty percent had received information about the study from the radio. Thirty percent had received information about the study from the radio.

**Figure 24. Previous Awareness of the EIS for the I-15 Corridor**



**Figure 25. How had the respondent heard of the EIS**

How had the respondent heard of the EIS	Percent of Respondents Who Had Heard of the EIS*
Newspaper articles	80%
Television	41%
Word of mouth	41%
Radio	30%
Public/community meetings	7%
Council or Commission meeting	6%
Committee meetings	3%
Lewis and Clark County website	1%
Jefferson County website	0%
Don't remember	5%
Other	7%

\*Percents may add to more than 100% as respondents could give more than one answer

The media preferred by most respondents as the source of information about the I-15 EIS was the newspaper (65%). Just over half would like to see or hear public service announcements on the television or radio. A third would like to receive a newsletter. Ads in the paper were desired by 28% of respondents, 23% thought a website would provide a good source of information, and 14% wanted to obtain information through public community meetings.

**Figure 26. How would respondents like to be informed of the I-15 study**

How would respondents like to be informed of the I-15 study	Percent of Respondents*
Newspaper articles	65%
Television or radio public service announcements	52%
Through a newsletter	36%
Ads in the paper	28%
A website related to the subject	23%
Public community meetings	14%
Other	3%

*\*Percents may add to more than 100% as respondents could give more than one answer*

When asked how they would like to be involved in providing additional feedback about the study, 38% answered they would not like be involved. Electronic media were among the top preferences of those who did want an opportunity to provide comments; 31% would like to use a website devoted to this purpose, and 24% wanted to e-mail their comments to project designers. Attendance at public meetings was attractive to 17% of respondents, and 16% wanted to call a hot line with comments.

**Figure 27. How would respondents like to be involved in providing additional feedback about the study**

How would respondents like to be involved in providing additional feedback	Percent of Respondents*
Wouldn't like to be involved	38%
Providing feedback on a website devoted to I-15 issues	31%
E-mailing my comments to project designers	24%
Attending public meetings	17%
Calling a hot line with my comments	16%
Writing letters	7%
Other	4%

*\*Percents may add to more than 100% as respondents could give more than one answer*



## Respondent Demographics

Figures 28 through 36 display the demographic characteristics of those who completed a survey.

**Figure 28. Proximity to I-15**

How close to I-15 do you live?	Percent of Respondents
less than half a mile	15%
within a half mile to one	26%
within one to two miles	12%
within two miles to five	19%
more than five miles away	28%
Total	100%

**Figure 29. Length of Residency in the Region**

How long have you lived in this location?	Percent of Respondents
less than three years	17%
3 to 6 years	27%
7 to 10 years	17%
11 to 15 years	11%
16 to 25 years	16%
26 or more years	13%
Total	100%

**Figure 30. Average Length of Residency in the Region**

	Average Length of Residency (Years)
How long have you lived in this location?	12.8

**Figure 31. Zip Code**

<b>What is your zip code?</b>	<b>Percent of Respondents</b>
51602	0%
52602	0%
59463	0%
59601	62%
59602	26%
59604	0%
59607	0%
59624	0%
59634	4%
59635	3%
59639	0%
59644	3%
Total	100%

**Figure 32. Employment Status**

<b>Are you currently employed?</b>	<b>Percent of Respondents</b>
No	22%
Yes	78%
Total	100%

**Figure 33. Age**

<b>Which of the following best describes your age?</b>	<b>Percent of Respondents</b>
18-24 years	6%
25-34 years	21%
35-44 years	16%
45-54 years	28%
55-64 years	13%
65 years or older	15%
Total	100%

**Figure 34. Gender**

<b>Your gender:</b>	<b>Percent of Respondents</b>
Male	51%
Female	49%
Total	100%

**Figure 35. Tenure (Rent or Own)**

<b>Do you rent or own your own residence?</b>	<b>Percent of Respondents</b>
Rent	37%
Own	63%
Total	100%

**Figure 36. Annual Household Income**

<b>What was your household's total annual income in 2000?</b>	<b>Percent of Respondents</b>
less than \$15,000	9%
\$15,000-\$24,999	12%
\$25,000-34,999	19%
\$35,000-\$49,999	21%
\$50,000-\$99,999	32%
\$100,000 or more	7%
Total	100%

## Appendix I: Responses to Each Survey Question

Table I.1. How much of a problem, if at all, congestion is on I-15

	no problem	minor problem	major problem	don't know	Total
How much of a problem, if at all, is congestion on I-15?	27%	39%	27%	7%	100%

Table I.2. How much of a problem, if at all, congestion on I-15 is in each stretch and direction

	no problem	minor problem	major problem	don't know	Total
Northbound between Montana City Interchange and Capitol/Prospect Ave. Interchange	40%	27%	23%	10%	100%
Northbound between Capitol/Prospect Ave. Interchange and Cedar Street interchange	32%	29%	35%	4%	100%
Northbound between Cedar Street interchange and Lincoln Road Interchange	56%	23%	10%	11%	100%
Southbound between Lincoln Road Interchange and Cedar Street interchange	52%	23%	14%	11%	100%
Southbound between Cedar Street interchange and Capitol/Prospect Ave. Interchange	32%	27%	36%	4%	100%
Southbound between Capitol/Prospect Ave. Interchange and Montana City Interchange	46%	27%	14%	13%	100%

Table I.2b. When does congestion on I-15 occur for each stretch and direction

	Percent of Respondents Who Thought Congestion On I-15 Was A Problem*		
	between 7 and 9am	between 4 and 6pm	other times
Northbound between Montana City Interchange and Capitol/Prospect Ave. Interchange	96%	96%	20%
Northbound between Capitol/Prospect Ave. Interchange and Cedar Street interchange	80%	89%	31%
Northbound between Cedar Street interchange and Lincoln Road Interchange	70%	84%	20%
Southbound between Lincoln Road Interchange and Cedar Street interchange	86%	67%	19%
Southbound between Cedar Street interchange and Capitol/Prospect Ave. Interchange	85%	84%	28%
Southbound between Capitol/Prospect Ave. Interchange and Montana City Interchange	65%	88%	19%

\*Percents may add to more than 100% as respondents could give more than one answer

**Table I.3. How much of a problem it is to get on and off I-15 at the existing interchanges**

	no problem	minor problem	major problem	don't know	Total
How much of a problem, if at all, do you feel it is to get on and off I-15 at the existing interchanges?	19%	40%	39%	3%	100%

**Table I.4. How much of a problem, if at all, it is to get on and off I-15 at the existing interchanges**

	no problem	minor problem	major problem	don't know	Total
Montana City Interchange	63%	17%	3%	18%	100%
Capitol/Prospect Ave. Interchange	21%	25%	53%	1%	100%
Cedar Street interchange	32%	30%	35%	3%	100%
Lincoln Road Interchange	64%	17%	6%	13%	100%

**Table I.4b. Why it is a problem it is to get on and off I-15 at existing interchanges**

	Percent of Respondents Who Thought Getting On And Off I-15 Was A Problem*				
	congestion getting on I-15	congestion getting off I-15	safety getting on I-15	safety getting off I-15	other problem
Montana City Interchange	56%	57%	42%	35%	11%
Capitol/Prospect Ave. Interchange	56%	74%	63%	68%	11%
Cedar Street interchange	61%	73%	46%	39%	7%
Lincoln Road Interchange	36%	41%	34%	59%	21%

\*Percents may add to more than 100% as respondents could give more than one answer

**Table I.4c. When it is a problem to get on and off I-15**

	Percent of Respondents Who Thought Getting On And Off I-15 Was A Problem*		
	between 7 and 9 am	between 4 and 6 pm	other times
Montana City Interchange	79%	77%	23%
Capitol/Prospect Ave. Interchange	88%	88%	47%
Cedar Street interchange	82%	87%	39%
Lincoln Road Interchange	76%	81%	51%

\*Percents may add to more than 100% as respondents could give more than one answer

**Table I.5. How much of a problem, if at all, it is that there are no additional interchanges on I-15**

	no problem	minor problem	major problem	don't know	Total
How much of a problem, if at all, do you feel it is that there are no additional interchanges on I-15 between Montana City and Lincoln Road	19%	28%	45%	7%	100%

**Table I.6. How much of a problem, if at all, it is that there are no additional interchanges on I-15**

	no problem	minor problem	major problem	don't know	Total
Between Montana City Interchange and Capitol/Prospect Ave. Interchange	49%	21%	20%	9%	100%
Between Capitol/Prospect Ave. Interchange and Cedar Street interchange	70%	13%	13%	5%	100%
Between Cedar Street interchange and Lincoln Road Interchange	25%	24%	47%	5%	100%

**Table I.6b. What is the problem of no interchange at each location**

	Percent of Respondents Who Thought Getting On And Off I-15 Was A Problem*					
	access to work	access to school	access to medical care	access to businesses and shopping	access to other community facilities	other problem
Between Montana City Interchange and Capitol/Prospect Ave. Interchange	70%	27%	72%	39%	42%	17%
Between Capitol/Prospect Ave. Interchange and Cedar Street interchange	62%	30%	39%	67%	50%	16%
Between Cedar Street interchange and Lincoln Road Interchange	64%	43%	32%	73%	58%	26%

\*Percents may add to more than 100% as respondents could give more than one answer

**Table I.7. Impact of a new interchange at these locations on your quality of life**

	<b>much better</b>	<b>a little better</b>	<b>no change</b>	<b>a little worse</b>	<b>much worse</b>	<b>Total</b>
Between Montana City Interchange and Capitol/Prospect Ave. Interchange	18%	24%	50%	4%	3%	100%
Between Capitol/Prospect Ave. Interchange and Cedar Street interchange	11%	17%	64%	4%	5%	100%
Between Cedar Street interchange and Lincoln Road Interchange	45%	26%	25%	2%	2%	100%

**Table I.7b. Impact of a new interchange at these locations on the quality of life of other regional residents**

	<b>much better</b>	<b>a little better</b>	<b>no change</b>	<b>a little worse</b>	<b>much worse</b>	<b>Total</b>
Between Montana City Interchange and Capitol/Prospect Ave. Interchange	26%	35%	26%	9%	4%	100%
Between Capitol/Prospect Ave. Interchange and Cedar Street interchange	15%	21%	49%	10%	7%	100%
Between Cedar Street interchange and Lincoln Road Interchange	54%	27%	14%	3%	2%	100%

**Table I.8. How much of a problem, if at all, it is to cross under or over I-15 on existing east/west roads**

	<b>no problem</b>	<b>minor problem</b>	<b>major problem</b>	<b>don't know</b>	<b>Total</b>
How much of a problem, if at all, do you feel it is to cross under or over I-15 on existing east/west roads?	37%	30%	28%	5%	100%

**Table I.9. How much of a problem, if at all, it is to cross over or under I-15 on existing east/west roads**

	<b>no problem</b>	<b>minor problem</b>	<b>Major problem</b>	<b>don't know</b>	<b>Total</b>
Montana City Interchange	65%	13%	3%	19%	100%
County Road 282	64%	9%	6%	21%	100%
Capitol/Prospect Ave.	46%	19%	33%	3%	100%
Boulder Ave.	58%	13%	11%	17%	100%
Cedar Street interchange	44%	21%	32%	3%	100%
Custer Ave.	46%	16%	33%	5%	100%
Sierra Rd.	65%	13%	6%	16%	100%
Lincoln Rd. Interchange	65%	14%	9%	13%	100%

**Table I.9b. Why it is a problem to cross over or under I-15 on existing east/west roads**

	Percent of Respondents Who Think It Is A Problem To Cross Over Or Under I-15*				
	traffic congestion	traffic safety	difficult for bicyclists	difficult for pedestrians	other problems
Montana City Interchange	65%	61%	37%	36%	8%
County Road 282	56%	60%	50%	50%	15%
Capitol/Prospect Ave.	85%	66%	62%	63%	9%
Boulder Ave.	52%	58%	46%	50%	22%
Cedar Street interchange	90%	71%	61%	61%	9%
Custer Ave.	81%	76%	68%	67%	18%
Sierra Rd.	58%	65%	56%	57%	15%
Lincoln Rd. Interchange	46%	77%	52%	52%	18%

\*Percents may add to more than 100% as respondents could give more than one answer

**Table I.9c. When it is a problem to cross over or under I-15 on existing east/west roads**

	Percent of Respondents Who Think It Is A Problem To Cross Over Or Under I-15*		
	between 7 and 9am	between 4 and 6pm	other times
Montana City Interchange	86%	82%	30%
County Road 282	89%	82%	31%
Capitol/Prospect Ave.	95%	95%	52%
Boulder Ave.	80%	83%	54%
Cedar Street interchange	92%	95%	53%
Custer Ave.	91%	93%	59%
Sierra Rd.	84%	76%	51%
Lincoln Rd. Interchange	89%	87%	60%

\*Percents may add to more than 100% as respondents could give more than one answer

**Table I.10. How much of a problem, if at all, it is that there are no additional crossings on I-15**

	no problem	minor problem	major problem	don't know	Total
How much of a problem, if at all, do you feel it is that there are no additional crossings to get from one side of I-15 to the other between Montana City and Lincoln Road?	34%	29%	29%	8%	100%



**Table I.11. How much of a problem, if at all, it is that there are no additional crossings on I-15**

	no problem	minor problem	major problem	don't know	Total
Between Montana City Interchange and County Road 282	63%	10%	4%	23%	100%
Between County Road 282 and Capitol Prospect Ave. Interchange	51%	18%	14%	17%	100%
Between Capitol/Prospect Ave. Interchange and Cedar St.	62%	17%	16%	6%	100%
Between Cedar St. and Custer Ave.	55%	17%	21%	6%	100%
Between Custer Ave. and Sierra Rd	46%	19%	26%	9%	100%
Between Sierra Rd. and Lincoln Rd.	58%	18%	13%	12%	100%

**Table I.11b. Why it is a problem it is that are no additional crossings to get from one side of I-15 to the other**

	Percent of Respondents Who Thought the Lack of Additional Crossings Over or Under I-15 Was A Problem*						
	access to work	access to schools	access to medical care	access for bicyclists	access for pedestrians	access to businesses and shopping	access to other community facilities
Between Montana City Interchange and County Road 282	66%	44%	49%	45%	47%	53%	38%
Between County Road 282 and Capitol Prospect Ave. Interchange	75%	44%	70%	53%	53%	47%	46%
Between Capitol/Prospect Ave. Interchange and Cedar St.	64%	35%	39%	50%	56%	68%	45%
Between Cedar St. and Custer Ave.	68%	44%	38%	52%	53%	80%	54%
Between Custer Ave. and Sierra Rd.	66%	53%	39%	51%	52%	69%	58%
Between Sierra Rd. and Lincoln Rd.	67%	55%	37%	55%	54%	62%	57%

\*Percents may add to more than 100% as respondents could give more than one answer

**Table I.12. Support for or opposition to various options for the I-15 corridor**

	strongly support	somewhat support	somewhat oppose	strongly oppose	don't know	Total
Making no improvements along the I-15 Corridor	6%	7%	19%	54%	14%	100%
Making only improvements along the I-15 Corridor	8%	24%	20%	33%	14%	100%
Including a new overpass/underpass north of Cedar	39%	30%	9%	8%	14%	100%
Including a new overpass/underpass south of Capitol	26%	29%	13%	13%	19%	100%
Including a new interchange north of Cedar	57%	24%	5%	6%	9%	100%
Including a new interchange South of Capitol	30%	25%	12%	15%	18%	100%
Including carpool lanes	11%	20%	16%	27%	26%	100%
Including improvements for bicyclists and pedestrians	44%	31%	5%	7%	13%	100%
Including improvements for bus service	27%	28%	10%	9%	27%	100%

**Table I.13. Agreement with statements about impact of options on alternative mode use**

	strongly agree	somewhat agree	somewhat disagree	strongly disagree	don't know	Total
I would ride a bike more often if more bike paths, lanes and bike racks were built	28%	19%	9%	23%	20%	100%
I would walk more often if more sidewalks, walking paths, crosswalks and benches were built	33%	25%	11%	19%	13%	100%
I would take the bus for some trips if a convenient bus service was provided	26%	22%	14%	21%	17%	100%

**Table I.14. Frequency of use of I-15 for various types of trips**

	3 or more round trips per day	5 to 20 round trips per week	2 to 4 round trips per week	1 to 4 round trips per month	less than one round trip per month	Total
Commuting to and from work	5%	19%	8%	8%	59%	100%
Other types of work trips	4%	11%	15%	21%	49%	100%
To shop or run errands	4%	23%	32%	20%	21%	100%
For recreation	3%	11%	24%	35%	27%	100%
To get to and from school	1%	5%	4%	5%	85%	100%
Other kinds of trips	2%	12%	19%	33%	33%	100%

**Table I.15. Frequency of crossing I-15 for various types of trips**

	3 or more round trips per day	5 to 20 round trips per week	2 to 4 round trips per week	1 to 4 round trips per month	less than one round trip per month	Total
Commuting to and from work	9%	21%	7%	6%	58%	100%
Other types of work trips	6%	13%	15%	18%	48%	100%
To shop or run errands	6%	29%	30%	17%	18%	100%
For recreation	3%	14%	26%	27%	29%	100%
To get to and from school	2%	6%	3%	4%	85%	100%
Other kinds of trips	3%	13%	21%	27%	36%	100%

**Table I.16. Heard of the new EIS**

Before taking this survey, had you heard of the new study being implemented for I-15 between Montana City and Lincoln Rd?	Percent of Respondents
no	35%
yes	65%
Total	100%

**Table I.16b. How had the respondent heard of the EIS**

<b>How had the respondent heard of the EIS</b>	<b>Percent of Respondents*</b>
Newspaper articles	80%
Council or Commission meeting	6%
Public/community meetings	7%
Committee meetings	3%
Jefferson County website	0%
Other	7%
Television	41%
Radio	30%
Word of mouth	41%
Don't remember	5%
Lewis and Clark County website	1%

*\*Percents may add to more than 100% as respondents could give more than one answer*

**Table I.17. How would respondents like to be informed of the I-15 study**

<b>How would respondents like to be informed of the I-15 study</b>	<b>Percent of Respondents*</b>
Through a newsletter	36%
Ads in the paper	28%
Other	3%
Newspaper articles	65%
Public community meetings	14%
A website related to the subject	23%
Television or radio public service announcements	52%

*\*Percents may add to more than 100% as respondents could give more than one answer*

**Table I.18. How would respondents like to be involved in providing additional feedback about the study**

<b>How would respondents like to be involved in providing additional feedback</b>	<b>Percent of Respondents*</b>
Wouldn't like to be involved	38%
Attending public meetings	17%
Writing letters	7%
Other	4%
Providing feedback on a website devoted to I-15 issues	31%
Calling a hot line with my comments	16%
E-mailing my comments to project designers	24%

*\*Percents may add to more than 100% as respondents could give more than one answer*

**Table I.19. Concerns respondents have about implementation of transportation projects on I-15**

<b>What concerns, if any, do you have about the implementation of transportation projects on I-15?</b>	<b>Percent of Respondents*</b>
None	26%
It will bring more growth or development	26%
It will have adverse effects on the environment	10%
It won't be what is really needed	23%
Other	15%
It will disrupt traffic during construction	29%
It will change the character of our community	12%
It will take too long	20%
The decisions about the I-15 Corridor have already been made	15%

*\*Percents may add to more than 100% as respondents could give more than one answer*

**Table I.20. Region of Residence**

<b>In what area of the region do you live?</b>	<b>Percent of Respondents</b>
City of Helena	60%
north of Custer Ave. and West of I-15	18%
east Helena	4%
Other Lewis and Clark County area	12%
Montana City area	3%
Other Jefferson County area	2%
Total	100%

**Table I.21. Length of Residency in the Region**

<b>How long have you lived in this location?</b>	<b>Percent of Respondents</b>
less than three years	17%
3 to 6 years	27%
7 to 10 years	17%
11 to 15 years	11%
16 to 25 years	16%
26 or more years	13%
Total	100%

**Table I.21b. Average Length of Residency in the Region**

	Average Length of Residency (Years)
How long have you lived in this location?	12.8

**Table I.22. Zip Code**

What is your zip code?	Percent of Respondents
51602	0%
52602	0%
59463	0%
59601	62%
59602	26%
59604	0%
59607	0%
59624	0%
59634	4%
59635	3%
59639	0%
59644	3%
Total	100%

**Table I.23. Proximity to I-15**

How close to I-15 do you live?	Percent of Respondents
less than half a mile	15%
within a half mile to one	26%
within one to two miles	12%
within two miles to five	19%
more than five miles away	28%
Total	100%

**Table I.24. Employment Status**

Are you currently employed?	Percent of Respondents
no	22%
yes	78%
Total	100%

**Table I.24b. Place of Work**

<b>In which areas do you work?</b>	<b>Percent of Employed Respondents*</b>
Downtown Helena/West Helena	35%
Capitol/State Government area	26%
Hospital area	13%
Airport/Montana Department of Transportation area	14%
North of Custer Ave.	9%
Montana City	4%
East Helena	5%
Elsewhere in Lewis and Clark County	14%
Elsewhere in Jefferson County	3%
<i>*Percents may add to more than 100% as respondents could give more than one answer</i>	

**Table I.25. Places Shopped**

<b>Where do you shop regularly?</b>	<b>Percent of Respondents*</b>
Downtown Helena/West Helena	59%
Capitol Hill Mall area	71%
North Helena area	74%
East Helena	18%
Elsewhere in Lewis and Clark County	19%
Montana City Area	4%
Elsewhere in Jefferson County	1%
<i>*Percents may add to more than 100% as respondents could give more than one answer</i>	

**Table I.26. Age**

<b>Which of the following best describes your age?</b>	<b>Percent of Respondents</b>
18-24 years	6%
25-34 years	21%
35-44 years	16%
45-54 years	28%
55-64 years	13%
65 years or older	15%
Total	100%

**Table I.27. Gender**

<b>Your gender:</b>	<b>Percent of Respondents</b>
male	51%
female	49%
Total	100%

**Table I.28. Tenure (Rent or Own)**

<b>Do you rent or own your own residence?</b>	<b>Percent of Respondents</b>
rent	37%
own	63%
Total	100%

**Table I.29. Annual Household Income**

<b>What was your household's total annual income in 2000?</b>	<b>Percent of Respondents</b>
less than \$15,000	9%
\$15,000-\$24,999	12%
\$25,000-34,999	19%
\$35,000-\$49,999	21%
\$50,000-\$99,999	32%
\$100,000 or more	7%
Total	100%



## Appendix II: Selected Survey Results by Respondent Characteristics

The tables in this appendix display the answers to selected survey questions by various respondent subgroups. Where differences by respondent subgroup are statistically significant, they are noted with gray shading.

The table on this page (and continued to the next) shows the proportion of survey respondents in each of the various subgroups.

**Proportion of Respondents in Each Subgroup in Appendix II**

Respondent Characteristics	Percent of Respondents	
How close to I-15 do you live?	less than half a mile	15%
	within a half mile to one	26%
	within one to two miles	12%
	within two miles to five	19%
	more than five miles away	28%
<b>Total</b>	<b>100%</b>	
Region of Residence	City of Helena	60%
	North of Custer Ave. and West of I-15	18%
	Other Lewis and Clark County area	12%
	Elsewhere	9%
<b>Total</b>	<b>100%</b>	
Length of Residency in Region	less than 3 years	17%
	3 to 6 years	27%
	7 or more years	57%
<b>Total</b>	<b>100%</b>	
Number of Commuting Trips Made on I-15	5 or more round trips per week	25%
	less than 5 round trips per week	75%
<b>Total</b>	<b>100%</b>	
Number of Total Trips Made on I-15	5 or more round trips per week	52%
	less than 5 round trips per week	48%
<b>Total</b>	<b>100%</b>	
Number of Commuting Trips Made to Cross I-15	2 or more round trips per week	30%
	less than 2 round trips per week	70%
<b>Total</b>	<b>100%</b>	
Number of Total Trips Made to Cross I-15	2 or more round trips per week	58%
	less than 2 round trips per week	42%
<b>Total</b>	<b>100%</b>	
Age	18-34	27%
	35-54	44%
	55+	28%
<b>Total</b>	<b>100%</b>	
Gender	Male	51%
	Female	49%
<b>Total</b>	<b>100%</b>	

**Proportion of Respondents in Each Subgroup in Appendix II (Continued)**

<b>Respondent Characteristics</b>		<b>Percent of Respondents</b>
<b>Rent or Own Housing</b>	Own	63%
	Rent	37%
<b>Total</b>		100%
<b>Employment Status</b>	not employed	22%
	employed	78%
<b>Total</b>		100%
<b>Annual Household Income</b>	less than \$25,000	21%
	\$25,000 to \$49,999	40%
	\$50,000 or more	39%
<b>Total</b>		100%

**Table II.1a: Ratings of Various Problems on the I-15 Corridor by Respondent Characteristics**

		How close to I-15 do you live?					Region of Residence			
		less than half a mile	within a half mile to one	within one to two miles	within two miles to five	more than five miles away	City of Helena	North of Custer Ave. and West of I-15	Other Lewis and Clark County area	Elsewhere
congestion on I-15	no problem	27%	30%	36%	24%	28%	29%	30%	26%	22%
	minor problem	39%	44%	40%	41%	45%	42%	39%	48%	43%
	major problem	33%	26%	24%	35%	28%	29%	31%	26%	36%
<b>Total</b>		100%	100%	100%	100%	100%	100%	100%	100%	100%
getting on and off I-15 at existing interchanges	no problem	12%	25%	28%	18%	14%	21%	19%	13%	11%
	minor problem	38%	40%	41%	44%	43%	42%	40%	44%	38%
	major problem	50%	35%	31%	38%	43%	38%	41%	43%	51%
<b>Total</b>		100%	100%	100%	100%	100%	100%	100%	100%	100%
there are no additional interchanges	no problem	12%	26%	20%	22%	20%	26%	12%	11%	19%
	minor problem	24%	30%	31%	32%	33%	33%	25%	26%	33%
	major problem	64%	44%	49%	47%	47%	42%	63%	63%	48%
<b>Total</b>		100%	100%	100%	100%	100%	100%	100%	100%	100%
crossing under or over I-15 on existing east/west roads	no problem	32%	45%	41%	42%	34%	43%	34%	30%	27%
	minor problem	34%	29%	34%	30%	34%	30%	34%	31%	42%
	major problem	34%	26%	25%	29%	32%	26%	33%	39%	31%
<b>Total</b>		100%	100%	100%	100%	100%	100%	100%	100%	100%
there are no additional crossings to get to one side of I-15 to the other	no problem	35%	41%	43%	33%	35%	40%	31%	33%	36%
	minor problem	29%	32%	26%	41%	26%	32%	31%	35%	28%
	major problem	36%	27%	30%	26%	38%	28%	38%	32%	37%
<b>Total</b>		100%	100%	100%	100%	100%	100%	100%	100%	100%

Differences between subgroups that are statistically significant are marked in gray

Table II.1b: Ratings of Various Problems on the I-15 Corridor by Respondent Characteristics

		Number of Commuting Trips Made on I-15		Number of Total Trips Made on I-15		Number of Commuting Trips Made to Cross I-15		Number of Total Trips Made to Cross I-15	
		2 or more round trips per week	less than 2 round trips per week	2 or more round trips per week	less than 2 round trips per week	2 or more round trips per week	less than 2 round trips per week	2 or more round trips per week	less than 2 round trips per week
congestion on I-15	no problem	16%	34%	21%	39%	19%	34%	21%	41%
	minor problem	43%	42%	43%	42%	43%	41%	46%	37%
	major problem	41%	24%	37%	19%	38%	25%	33%	22%
Total		100%	100%	100%	100%	100%	100%	100%	100%
getting on and off I-15 at existing interchanges	no problem	8%	23%	11%	29%	12%	22%	12%	30%
	minor problem	34%	43%	40%	43%	33%	45%	40%	43%
	major problem	58%	33%	49%	28%	56%	32%	48%	27%
Total		100%	100%	100%	100%	100%	100%	100%	100%
there are no additional interchanges	no problem	11%	24%	12%	30%	11%	25%	14%	30%
	minor problem	27%	32%	30%	32%	26%	33%	28%	35%
	major problem	62%	44%	58%	38%	63%	42%	58%	35%
Total		100%	100%	100%	100%	100%	100%	100%	100%
crossing under or over I-15 on existing east/west roads	no problem	28%	43%	30%	50%	26%	45%	29%	53%
	minor problem	34%	31%	33%	30%	34%	31%	33%	30%
	major problem	38%	26%	37%	20%	40%	25%	37%	18%
Total		100%	100%	100%	100%	100%	100%	100%	100%
there are no additional crossings to get to one side of I-15 to the other	no problem	27%	41%	30%	46%	27%	41%	31%	47%
	minor problem	31%	31%	32%	29%	29%	32%	31%	31%
	major problem	43%	28%	38%	25%	44%	27%	38%	22%
Total		100%	100%	100%	100%	100%	100%	100%	100%

Differences between subgroups that are statistically significant are marked in gray

Table II.1c: Ratings of Various Problems on the I-15 Corridor by Respondent Characteristics

		Length of Residency in Region			Age			Gender		Rent or Own Housing	
		less than 3 years	3 to 6 years	7 or more years	18-34	35-54	55+	male	female	own	rent
congestion on I-15	no problem	34%	29%	25%	32%	26%	29%	30%	27%	28%	29%
	minor problem	47%	43%	40%	49%	41%	37%	44%	40%	42%	42%
	major problem	19%	28%	35%	19%	33%	34%	26%	32%	30%	29%
Total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
getting on and off I-15 at existing interchanges	no problem	18%	20%	18%	20%	15%	25%	20%	18%	17%	22%
	minor problem	48%	40%	39%	45%	42%	36%	42%	42%	41%	43%
	major problem	34%	41%	43%	35%	43%	39%	39%	40%	42%	35%
Total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
there are no additional interchanges	no problem	31%	18%	17%	25%	17%	23%	19%	22%	17%	27%
	minor problem	32%	30%	30%	38%	29%	25%	32%	30%	28%	34%
	major problem	37%	51%	53%	37%	54%	53%	49%	48%	54%	39%
Total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
crossing under or over I-15 on existing east/west roads	no problem	45%	36%	38%	43%	33%	43%	39%	39%	34%	48%
	minor problem	30%	31%	34%	27%	33%	34%	34%	29%	36%	24%
	major problem	25%	33%	28%	29%	34%	22%	27%	32%	30%	28%
Total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
there are no additional crossings to get to one side of I-15 to the other	no problem	41%	38%	33%	40%	34%	39%	36%	38%	35%	42%
	minor problem	29%	34%	32%	37%	30%	27%	34%	28%	31%	30%
	major problem	30%	28%	35%	23%	36%	34%	29%	34%	34%	28%
Total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Differences between subgroups that are statistically significant are marked in gray

Table II.1d: Ratings of Various Problems on the I-15 Corridor by Respondent Characteristics

		Employment Status		Annual Household Income		
		not employed	employed	less than \$25,000	\$25,000 to \$49,999	\$50,000 or more
congestion on I-15	no problem	34%	27%	37%	23%	29%
	minor problem	36%	44%	35%	47%	43%
	major problem	30%	29%	28%	30%	29%
Total		100%	100%	100%	100%	100%
getting on and off I-15 at existing interchanges	no problem	27%	17%	29%	16%	15%
	minor problem	43%	41%	41%	45%	40%
	major problem	30%	42%	30%	39%	46%
Total		100%	100%	100%	100%	100%
there are no additional interchanges	no problem	25%	19%	29%	21%	15%
	minor problem	31%	30%	33%	30%	30%
	major problem	44%	50%	38%	49%	55%
Total		100%	100%	100%	100%	100%
crossing under or over I-15 on existing east/west roads	no problem	45%	37%	55%	32%	35%
	minor problem	37%	31%	27%	33%	33%
	major problem	18%	32%	18%	34%	31%
Total		100%	100%	100%	100%	100%
there are no additional crossings to get to one side of I-15 to the other	no problem	40%	36%	39%	37%	36%
	minor problem	33%	31%	33%	30%	32%
	major problem	27%	33%	28%	33%	32%
Total		100%	100%	100%	100%	100%

Differences between subgroups that are statistically significant are marked in gray

**Table II.2a: Percent Strongly or Somewhat Supporting Each Option by Respondent Characteristics**

	How close to I-15 do you live?					Region of Residence			
	less than half a mile	within a half mile to one	within one to two miles	within two miles to five	more than five miles away	City of Helena	North of Custer Ave. and West of I-15	Other Lewis and Clark County area	Elsewhere
Making no improvements along the I-15 Corridor	12%	17%	18%	9%	18%	19%	10%	6%	11%
Making only minor improvements along the I-15 Corridor	29%	33%	34%	47%	39%	43%	30%	25%	31%
Including a new overpass/underpass north of Cedar	79%	81%	78%	87%	77%	80%	85%	73%	78%
Including a new overpass/underpass south of Capitol	66%	72%	57%	71%	67%	68%	72%	61%	68%
Including a new interchange north of Cedar	94%	87%	95%	88%	83%	86%	92%	93%	91%
Including a new interchange South of Capitol	61%	67%	67%	68%	68%	66%	69%	66%	67%
Including carpool lanes	46%	42%	37%	41%	40%	46%	36%	35%	35%
Including improvements for bicyclists and pedestrians	84%	88%	82%	87%	86%	89%	79%	83%	84%
Including improvements for bus service	73%	79%	74%	77%	69%	76%	73%	70%	71%

Differences between subgroups that are statistically significant are marked in gray

**Table II.2b: Percent Strongly or Somewhat Supporting Each Option by Respondent Characteristics**

	Number of Commuting Trips Made on I-15		Number of Total Trips Made on I-15		Number of Commuting Trips Made to Cross I-15		Number of Total Trips Made to Cross I-15	
	2 or more round trips per week	less than 2 round trips per week	2 or more round trips per week	less than 2 round trips per week	2 or more round trips per week	less than 2 round trips per week	2 or more round trips per week	less than 2 round trips per week
Making no improvements along the I-15 Corridor	9%	17%	10%	22%	9%	18%	9%	25%
Making only minor improvements along the I-15 Corridor	25%	41%	29%	48%	28%	41%	31%	46%
Including a new overpass/underpass north of Cedar	82%	79%	83%	76%	81%	79%	83%	76%
Including a new overpass/underpass south of Capitol	80%	63%	76%	57%	76%	63%	72%	61%
Including a new interchange north of Cedar	89%	88%	91%	85%	89%	88%	90%	85%
Including a new interchange South of Capitol	75%	63%	73%	57%	74%	63%	72%	58%
Including carpool lanes	44%	40%	43%	39%	46%	39%	45%	35%
Including improvements for bicyclists and pedestrians	86%	86%	87%	85%	88%	85%	89%	81%
Including improvements for bus service	72%	75%	75%	74%	72%	76%	75%	74%
Differences between subgroups that are statistically significant are marked in gray								



**Table II.2c: Percent Strongly or Somewhat Supporting Each Option by Respondent Characteristics**

	Length of Residency in Region			Age			Gender		Rent or Own Housing	
	less than 3 years	3 to 6 years	7 or more years	18-34	35-54	55+	male	female	own	rent
Making no improvements along the I-15 Corridor	17%	13%	16%	15%	15%	16%	15%	16%	15%	15%
Making only minor improvements along the I-15 Corridor	50%	39%	32%	48%	33%	31%	37%	37%	34%	42%
Including a new overpass/underpass north of Cedar	79%	80%	80%	79%	80%	83%	79%	82%	79%	83%
Including a new overpass/underpass south of Capitol	66%	66%	69%	68%	68%	69%	70%	66%	67%	71%
Including a new interchange north of Cedar	85%	88%	89%	88%	89%	87%	89%	88%	89%	88%
Including a new interchange South of Capitol	66%	65%	69%	66%	67%	68%	69%	65%	66%	69%
Including carpool lanes	37%	39%	46%	42%	41%	43%	38%	46%	37%	50%
Including improvements for bicyclists and pedestrians	85%	88%	85%	87%	86%	85%	83%	89%	85%	88%
Including improvements for bus service	74%	74%	74%	74%	73%	78%	70%	80%	73%	78%
Differences between subgroups that are statistically significant are marked in gray										

**Table II.2d: Percent Strongly or Somewhat Supporting Each Option by Respondent Characteristics**

	Employment Status		Annual Household Income		
	not employed	employed	less than \$25,000	\$25,000 to \$49,999	\$50,000 or more
Making no improvements along the I-15 Corridor	17%	15%	22%	15%	14%
Making only minor improvements along the I-15 Corridor	42%	36%	38%	38%	34%
Including a new overpass/underpass north of Cedar	88%	79%	85%	80%	79%
Including a new overpass/underpass south of Capitol	75%	67%	70%	66%	68%
Including a new interchange north of Cedar	88%	88%	90%	89%	88%
Including a new interchange South of Capitol	70%	66%	68%	65%	69%
Including carpool lanes	43%	41%	47%	47%	35%
Including improvements for bicyclists and pedestrians	87%	86%	84%	87%	85%
Including improvements for bus service	83%	73%	82%	78%	68%
Differences between subgroups that are statistically significant are marked in gray					

**Table II.3a: Percent Strongly or Somewhat Agreeing With Each Option by Respondent Characteristics**

	How close to I-15 do you live?					Region of Residence			
	less than half a mile	within a half mile to one	within one to two miles	within two miles to five	more than five miles away	City of Helena	North of Custer Ave. and West of I-15	Other Lewis and Clark County area	Elsewhere
I would ride a bike more often if more bike paths, lanes and bike racks were built	60%	66%	45%	58%	57%	66%	48%	49%	52%
I would walk more often if more sidewalks, walking paths, crosswalks and benches were built	68%	73%	55%	66%	63%	73%	56%	56%	54%
I would take the bus for some trips if a convenient bus service was provided	53%	60%	50%	67%	55%	63%	52%	48%	45%

Differences between subgroups that are statistically significant are marked in gray

**Table II.3b: Percent Strongly or Somewhat Agreeing With Each Option by Respondent Characteristics**

	Number of Commuting Trips Made on I-15		Number of Total Trips Made on I-15		Number of Commuting Trips Made to Cross I-15		Number of Total Trips Made to Cross I-15	
	2 or more round trips per week	less than 2 round trips per week	2 or more round trips per week	less than 2 round trips per week	2 or more round trips per week	less than 2 round trips per week	2 or more round trips per week	less than 2 round trips per week
I would ride a bike more often if more bike paths, lanes and bike racks were built	59%	59%	61%	56%	63%	57%	63%	53%
I would walk more often if more sidewalks, walking paths, crosswalks and benches were built	65%	67%	68%	64%	69%	65%	71%	60%
I would take the bus for some trips if a convenient bus service was provided	57%	58%	55%	61%	56%	59%	58%	58%

Differences between subgroups that are statistically significant are marked in gray

**Table II.3c: Percent Strongly or Somewhat Agreeing With Each Option by Respondent Characteristics**

	Length of Residency in Region			Age			Gender		Rent or Own Housing	
	less than 3 years	3 to 6 years	7 or more years	18-34	35-54	55+	male	female	own	rent
I would ride a bike more often if more bike paths, lanes and bike racks were built	70%	60%	55%	64%	64%	41%	56%	62%	54%	69%
I would walk more often if more sidewalks, walking paths, crosswalks and benches were built	73%	65%	65%	70%	68%	58%	64%	69%	63%	73%
I would take the bus for some trips if a convenient bus service was provided	47%	63%	60%	51%	58%	66%	54%	63%	52%	67%

Differences between subgroups that are statistically significant are marked in gray

**Table II.3d: Percent Strongly or Somewhat Agreeing With Each Option by Respondent Characteristics**

	Employment Status		Annual Household Income		
	not employed	employed	less than \$25,000	\$25,000 to \$49,999	\$50,000 or more
I would ride a bike more often if more bike paths, lanes and bike racks were built	50%	61%	67%	59%	57%
I would walk more often if more sidewalks, walking paths, crosswalks and benches were built	62%	67%	69%	67%	64%
I would take the bus for some trips if a convenient bus service was provided	76%	54%	72%	61%	46%

Differences between subgroups that are statistically significant are marked in gray

## Appendix III: Verbatim Responses to Open-Ended Questions

**Question: 4** What other problems are there in getting on and off I-15 at the existing interchanges?

### Comment

- PEOPLE GETTING OFF IN NB LANE HAVE TO CROSS OVER PEOPLE GETTING ON TO NB LANE.
- EXIT CURVE RADIUS AT CAPITOL/PROSPECT IS ABRUPTLY SHORTENED - BAD ENGINEERING.
- GETTING OFF I-15 ON TO PROSPECT AS YOU APPROACH FROM THE SOUTH - NO MERGE. CURVE TO PROSPECT.
- COMING OFF I-15 FROM MONTANA CITY AT PROSPECT - ONCOMING CARS ON I-15 AS YOU'RE GETTING OFF.
- ON & OFF CAPITOL/PROSPECT - USING THE CROSSING LANES IS DANGEROUS NB OFF & NB ON.
- AT CEDAR ST. OFF-TRAFFIC BACKS UP. THE WORST IS ON & OFF TRAFFIC CRISS-CROSS AT CAPITOL/PROSPECT - IT IS HORRIBLE.
- NB LINCOLN RD EXIT - LIMITED SIGHT DISTANCE AT STOP.
- THERE'S NO TRAFFIC LIGHT ON EAST SIDE OF BRIDGE ON HWY 12 WHEN YOU GET ON OR OFF I-15.
- LINCOLN RD VISIBILITY ON VIADOCK POOR TO THE EAST & WEST.
- TRAFFIC BACKUP AT SIGNALS.
- POOR DESIGN OF PROSPECT INTERCHANGE.
- THE WEAVING BETWEEN NB ON & OFF MOVEMENTS UNDER THE STRUCTURE IS A PROBLEM.
- VERY POOR VISIBILITY AT LINCOLN RD INTERCHANGE.
- NO INTERCHANGE AT CUSTER PUTS TOO MUCH TRAFFIC ON MONTANA AVE & GREEN MEADOW DR.
- HWY 282 EXIT TOO CLOSE TO PROSPECT EXIT.
- POOR DESIGN OF CAPITOL/PROSPECT INTERCHANGE.
- VERY POOR RAMP IN NE QUADRANT OF CAPITOL INTERCHANGE - SAFETY & DESIGN PROBLEMS.
- USING E LANE ON I-15 FOR EXITING & ENTERING - CAPITOL/PROSPECT INTERCHANGE NEEDS TO BE REDESIGNED.
- SIGHT DISTANCE, CLOVER MERGING, LACK OF TURN LANES.
- GETTING OFF I-15 TO GO TOWARD CAPITOL HILL MALL - THE RAMP ANGLE MAKES IT VERY DIFFICULT TO SEE CARS COMING FROM WAL-MART & TO BE SEEN. TRAFFIC SELDOM CHANGES LANES FOR I-15 EXITERS TO ENTER.
- CAPITOL/PROSPECT AVE EXTREMELY DANGEROUS WITH CARS GETTING OFF & ON MERGING.
- BAD MERGING PATTERNS, CONGESTION FROM THRU TRAFFIC OVER INTERCHANGES.
- CARS GETTING OFF, MERGING WITH CARS GETTING ON. ONE IS GETTING OFF AT 70 MPH MERGING WITH ONE DOING 15 MPH.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- VISIBILITY AT LINCOLN RD INTERCHANGE. EXIT GOING NORTH IS NOT GOOD.
- CONSTRUCTION WORK.
- TERRIBLE DESIGN AT CAPITOL INTERCHANGE. LOTS OF CLOSE CALLS EVERY DAY.
- THERE ARE SIMPLY TOO FEW INTERCHANGES FOR THE GROWING POPULATION & TRAFFIC DEMANDS OF THE HELENA AREA.
- VERY POOR DESIGN. CAPITOL EXIT IS VERY DANGEROUS TO EXIT OR ENTER TO I-15.
- LINCOLN RD - GETTING OFF I-15 NB IS HARD TO SEE TRAFFIC IN OVERPASS.
- PEDESTRIANS
- CAPITOL INTERCHANGE - NB EXIT RAMP HAS OPERATIONAL PROBLEMS DUE TO POOR DESIGN.
  
- ON & OFF RAMPS USE SAME LANE AT CAPITOL/PROSPECT AVE. IT IS A HAZARD. SOME CARS ARE SLOWING DOWN & SOME ARE SPEEDING UP. THIS INTERCHANGE IS NOT ONLY AN INTERCHANGE. IT IS A MAJOR HIGHWAY.
- TURNING SOUTH OFF OF PROSPECT ONTO I-15. SAME AT CEDAR.
- LINCOLN RD - INABILITY TO SEE TRAFFIC ON LINCOLN RD. CAPITOL. NB - LOOP IS TOO TIGHT OF A TURN. MERGE WITH PROSPECT TOO SHORT, PROSPECT EXITING NB CONFLICT WITH NB EXITING TO PROSPECT.
- THE PLANNER WHO DESIGNED AN INTERCHANGE WHERE CARS ARE BOTH ACCELERATING & DECELERATING IN THE SAME LANE SHOULD BE SHOT.
- PEOPLE ENTER INTERSECTION ON YELLOW LIGHT & GET TRAPPED BY RED LIGHT, BLOCKING INTERSECTION. TRAFFIC LIGHTS AREN'T SYNCHRONIZED.
- PROSPECT AVE EXITS & ENTRANCES TOO SHORT. WINDS UP TOO TIGHT OF A TURN.
- B - GETTING OFF I-15 AT THIS INTERCHANGE IS VERY DANGEROUS AS CARS ARE GETTING ON I-15 AT SAME LOCATION.
- THE CAPITOL/PROSPECT INTERCHANGE IS A NIGHTMARE.
- CONGESTION ON CEDAR ST & OFF OF AIRPORT RD.
- NOT ENOUGH OF THEM.
- LIGHT CYCLE FOR SB OFFRAMP, PROSPECT, TOO SHORT.
- THE NB RAMP ONTO I-15 AT PROSPECT IS DANGEROUS BECAUSE OF I-15 TRAFFIC CROSSING OVER TO GET TO THE PROSPECT EXIT.
- THE WEAVING AREA AT CAPITOL/PROSPECT IS QUITE SHORT SO WITH RUDE DRIVERS THERE ARE SAFETY PROBLEMS.
- SPEED, YIELDING OF TRAFFIC ENTERING I-15.
- THE WORST PROBLEM IS COMING IN ON CEDAR THEN CROSSING TRAFFIC AT END OF OVERPASS TO GO SOUTH ON I-15.
- VISION GETTING ON TO LINCOLN RD. BRIDGE IS BAD.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- LIMITED TO 2 INTERCHANGES INTO HELENA MAKES IT A PROBLEM, ESPECIALLY AFTER WORK 4-6 P.M.
- NO STOP LIGHTS.
- THE NB EXIT AT THE CAPITOL INTERCHANGE ENTERS A 4-LANE ROAD AT A BRIDGE WITH A DECREASING RADIUS TURN. IT SUCKS.
- CAPITOL INTERCHANGE IS HARD TO NEGOTIATE AT NIGHT.
- MERGING ON CROSSROADS.
- DIFFICULT TO GET OFF I-15 ONTO I2 EAST IN THE MORNING.
- CLOVERLEAF CONFIGURATION WITH CROSSOVER TRAFFIC OCCURRING BETWEEN NB ONRAMPS & NB OFFRAMPS IS SAFETY CONCERN. EXTREMELY POOR DESIGN!
- ON & OFF AT CAPITOL/PROSPECT AVE. INTERCHANGE IS TOO CLOSE TO EACH OTHER.
- ON & OFF EXCHANGE AT CAPITOL TOO CLOSE.
- THE CLOVERLEAF DOES NOT WORK AT CAPITOL INTERCHANGE. VERY DANGEROUS.
- MAKING A LEFT TURN OFF PROSPECT TO HEAD SOUTH ON I-15 - NOBODY YIELDS! I'VE SEEN SOME NEAR MISSES. ALSO, GOING NB TRYING TO FEED INTO TRAFFIC ON PROSPECT!
- UNSAFE ENGINEERING/DESIGN AT I-15/PROSPECT.
- THE GUARDRAIL ON LINCOLN RD. EXIT - YOU CANNOT SEE ONCOMING TRAFFIC.
- CAPITOL/PROSPECT INTERCHANGE HEADING N FROM MONTANA CITY - THE RAMP LOOP GETS TIGHTER & TIGHTER & IS TOO SHARP, ESPECIALLY IN WINTER WHEN IT'S ICY. ALSO, IT'S REALLY HARD TO MERGE ONTO PROSPECT. MONTANA CITY - THE FRONTAGE RD. IS DANGEROUS NEAR THE FREEWAY ENTRANCE & OFFRAMP BECAUSE IT'S ONLY GOT A 3-WAY STOP & IT'S CONFUSING. BIG TRUCKS COMING THROUGH & NOT
- PATTERN TO GET ON NORTH AT CAPITOL.
- MERGING TRAFFIC, STOPPED TRAFFIC.
- FROM CEDAR GETTING ONTO I-15 - NEED A TURN LANE TO GET ON FREEWAY. PERHAPS A STOP SIGN. CARS CONTINUALLY DODGING EACH OTHER TO MAKE ACROSS TRAFFIC TO GET ONTO I-15.
- MERGING TRAFFIC OFF I-15 & ONTO US 12 OVERPASS.
- VISIBILITY AT LINCOLN. CONGESTION & EXCESSIVE TIME ENTERING I-15 AT CEDAR. LONG STOPLIGHT NORTH AT CEDAR EXIT DURING BUSY TIMES.
- THE ON/OFF RAMP LOOP IS TOO SHORT - THOSE WANTING ON I-15 FROM I11TH MERGE INTO NB I-15 GETTING OFF TO PROSPECT AVE.
- CAPITOL - TRAFFIC DOESN'T YIELD TO HIGHWAY TRAFFIC NB OR SB. HWY. PATROL DOESN'T ENFORCE YIELD LAWS.
- POOR VISIBILITY.
- SCHOOL BUS TRAFFIC & BACKUP TRAFFIC FROM CEDAR TO HARRIS ST. TRAFFIC LIGHT.
- TIGHT LOOP AT CAPITOL/PROSPECT AVE INTERCHANGE, ESPECIALLY GETTING OFF.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- NO YIELD OR STOP SIGNS TO REGULATE TRAFFIC MERGING GETTING OFF AT CAPITOL PROSPECT - EXTREMELY DANGEROUS!
- NB OFF I-15 TO WB PROSPECT MERGE PROBLEM AT PROSPECT (MONTANA DRIVERS NOT GOOD AT MERGING!).
- IDIOT P.E. DESIGN AT CAPITOL INTERCHANGE - YOU KNOW WHERE I'M TALKING ABOUT.
- NEED BETTER ACCESS TO I-15 FOR AREA NORTH OF AIRPORT.
- LINCOLN INTERCHANGE & TURNING LEFT AFTER EXITING I-15 TRAVELING NORTH.
- CAPITOL/PROSPECT ESPECIALLY BAD.
- TRAFFIC FLOW FROM NORTH GOING TO THE EAST.
- AT MILL RD. SHOULD HAVE AN ON/OFF ALSO AT SHOP-KO AREA RD.
- EXITING SB TRYING TO MERGE INTO TRAFFIC AT CEDAR OR GOING TO AIRPORT & CROSSING TRAFFIC LANE.
- THE CAPITOL/PROSPECT INTERCHANGE IS DANGEROUS. DRIVERS ARE SIMULTANEOUSLY TRYING TO EXIT I-15 & ENTER I-15 IN THE SAME SPACE.
- TRAFFIC LIGHT TIMING.
- THE MASSIVE AMOUNT OF TRAFFIC & CONGESTION.
- CAPITOL - OFFRAMP NORTH - CURVE IS BANKED TOO STEEP. CAPITOL OFFRAMPS NEED BETTER LANE MARKERS.
- THE CAPITOL/PROSPECT NB ON/OFF IS CONGESTED & ALWAYS DANGEROUS TO DRIVERS NOT USED TO THIS TYPE OF EXCHANGE.
- THE CAPITOL/PROSPECT INTERCHANGE IS UNSAFE WHEN EXITING I-15 DUE TO ONRAMP RUNNING TOGETHER. THE LINCOLN RD. INTERCHANGE IS UNSAFE DUE TO BLIND SPOTS - SEDANS SIT LOWER THAN TRUCKS - CAN'T SEE OVER GUARDRAILS - HAVE TO PULL INTO ROADWAY TO SEE.
- TOO SHARP A CLOVERLEAF TURN & TERRIBLE MERGING PROBLEM WHEN LEAVING I-15 AT PROSPECT AVE. WHEN COMING FROM THE SOUTH.
- THE DESIGN OF THE INTERCHANGE IS THE PROBLEM.
- CONGESTION ON OVERPASS TO GET ONTO NB ONRAMP.
- MERGING.
- LINCOLN - CAN'T SEE OVER GUARDRAILS TO SEE TRAFFIC COMING.
- BASIC DESIGN FLAWS CAUSES TRAFFIC FLOW PROBLEMS.
- CAPITOL/PROSPECT IS ABOUT SAFETY.
- ENTERING FREEWAY TOWARDS MONTANA CITY FROM THE WEST (WAL-MART).
- GETTING ON I-15 LINCOLN RD., GOING NORTH, VISION TO TURN LEFT INTO ONCOMING TRAFFIC.
- TRYING TO GET ON I-15 AT CAPITOL/PROSPECT AT SAME TIME PEOPLE ARE TRYING TO GET OFF IS A DEFINITE SAFETY ISSUE.



**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- NO TURN SIGNAL TO GET ON I15 FROM EAST TO GO SOUTH I15 ON CAPITOL/PROSPECT AVE. VERY VERY DANGEROUS. WAY TOO MUCH TRAFFIC TO NOT HAVE SIGNAL.
- TRAFFIC LIGHTS ARE NOT COORDINATED TO ALLOW SMOOTH FLOW OF TRAFFIC.
- BICYCLE TRAFFIC & PEDESTRIANS
- WITH RECENT CONSTRUCTION - THE INTERCHANGES ARE VERY DANGEROUS.
- PANHANDLERS
- NO STOP LIGHT AT CEDAR EXCHANGE & NOT ENOUGH LANES.
- CAPITOL/PROSPECT IS VERY DIFFICULT TO EXIT ON AND OFF. HARD TO TELL IF RIGHT HAND LANE WILL BE EXITING WHEN I AM TRYING TO GET ON.
- NORTHBOUND AT CAPITOL/PROSPECT INTERCHANGE MERGING W/NORTHBOUND TRAFFIC. TOO LITTLE TANGENT DISTANCE.
- GETTING TRAFFIC AWAY AND TO INTERCHANGES WITHING CITY OF HELENA.
- LUNCH HOUR CONGESTION
- TOO MANY SHARP TURNS ON EXIT & ENTRANCE (292 A&B)
- NO YIELD SIGNS ON NORTH BOUND PROSPECT, WHO HAS RIGHT OF WAY?
- SHORT MERGE LANE ON HWY 12
- UNSAFE FOR MERGING NORTH BOUND TRAFFIC EXITING ON PROSPECT GOING WEST AND ENTERING NORTH BOUND TRAFFIC FROM THE WEST.
- EXIT RAMP TO PROSPCT FROM NORTH BOUND IS VERY POORLY DESIGNED, MUCH TOO SEVERE A CURVE.
- VISIBILITY GETTING OFF NORTH BOUND LANE
- CAPITOL/PROSPECT AVE INTERCHANGE IS REALLY CONFUSING NEXT TO THE HOLIDAY INN EXPRESS & BEHIND MOTEL 6.
- NORTHBOUND ON I-15 TO WEST BOUND ON PROSPECT THE MERGE ONTO PROSPECT IS DANGEROUS.
- NORTH BOUND LANE MERGING TRAFFIC AT THE CAPITOL/PROSPECT INTERCHANGE.
- AT CAPITOL EXIT GOING NORTH, THE ON RAMP AND OFF RAMP SHARE THE SAME LANE.
- NO LIGHT AT TOP OF NORTH BOUND CAPITOL/PROSPECT INTERCHANGE.
- TRAFFIC IS MERGING ONTO INTERSTATE GOING N AS TRAFFIC IS TRYING TO EXIT INTERSTATE IN THE SAME LANE ON CAPITOL/PROSPECT EXIT.
- MERGING W/OTHER TRAFFIC. SIGHT DISTANCES GETTING OFF AT LINCOLN.
- GETTING OFF-ON 12 EAST AND TRYING TO GET INTO THE LEFT LANE TO TURN INTO WAL-MART.
- CAPITOL INTERCHANGE COMING FROM MONTANA CITY EXITING WEST IS A HAZARD.
- CAPITOL/PROSPECT OFF RAMP CONGESTION FROM ON RAMP I15TH AVE HWY 12.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- TRAFFIC ENTERING NORTH BOUND I-15 AT SAME POINT TRAFFIC IS EXITING I-15 FOR PROSPECT AVE.
- ACCESS TO FROM HOMES, TRAFFIC FLOW ON MONTANA AVE TOO HEAVY - MANY ACCIDENTS.
- LEFT TURN ACROSS TRAFFIC TO GET ON I-15 GOING N FROM MT CITY INTERCHANGE. NEED A 3RD LANE TO MERGE FROM I-15 GETTING ON TO PROSPECT. THAT TURN IS NOT A FULL CIRCLE ON RAMP & THE MERGE LANE IS TOO SHORT & DANGEROUS. REALLY NEED TO WIDEN THE BRIDGE WITH A FULL MERGE LANE THERE.
- GETTING OFF GOING NORTH AT CAPITOL GOING DOWN THEN COMING BACK AND CROSSING UNDER. SAME AT CEDAR COMING NORTH HITTING LIGHT & ETC.
- DONT KNOW OF ANY OTHERS.
- LIMITED FIELD OF VIEW AT STOP SIGNS WHEN EXITING.
- TRAFFIC COMING OFF EXIT CANNOT SEE TRAFFIC LEADING EAST ON LINCOLN RD BECAUSE OF THE GUARD RAILS ON THE BRIDGE FOR CHILDREN DURING SCHOOL
- CAPITOL/PROSPECT IS CONFUSING & DANGEROUS.
- ON COMING TRAFFIC THAT DOESN'T YIELD.
- GETTING ON I-15 OFF CAPITOL/PROSPECT INTERCHANGE TO HEAD NORTH. VERY DANGEROUS AS PEOPLE USE SAME LANE TO EXIT OFF I-15.
- THE OVERPASS ROAD IS TALLER THAN THE EXIT RAMPS AND YOU CAN'T SEE IF IT'S SAFE TO EXIT ONTO LINCOLN RD. HOPEFULLY IT WON'T TAKE A FATALITY TO CHANGE THE PROBLEMS.
- PEOPLE WHO DON'T MERGE SAFELY.
- SAFETY ON CAPITOL/PROSPECT AVE INTERCHANGE IS ALWAYS AN ISSUE THAT REALLY NEEDS IMPROVEMENT.
- BUTTERFLY SHAPED INTERCHANGE IS BIG SAFETY ISSUE (WHERE ON & OFF APPROACHES CROSS).
- LEFT TURN ON CEDAR SB TO I-15 MERGE INTO I-15 AT PROSPECT EXIT MERGE ALSO.
- AT CEDAR ST WHEN ENTERING I-15 SOUTHBOUND FROM THE OVERPASS CONGESTION BUILDS UP ON THE OVERPASS WAITING FOR PEOPLE TO TURN SOUTH. THIS MAY BE ALLEVIATED WITH THE WIDENING OF THE BRIDGE/OVERPASS.
- THE LUNCH HOUR IS JUST AS BAD - TRAFFIC SOMETIMES WILL NOT SLOW DOWN TO MERGE.
- DANGEROUS DESIGN. I ABSOLUTELY HATE THE CAPITOL I-15 INTERCHANGE. EVERYTHING BACKS UP FROM WORKERS TO AMBULANCES TO PEOPLE TRYING TO GET TO ALBERTSONS.
- CROSSING LANES TO EXIT GOING NORTH AT CAPITOL/PROSPECT EXIT.
- SLOW TRAFFIC BETWEEN CEDAR & PROSPECT INTERCHANGES.
- CLOVERLEAF TOO TIGHT - IMPROPER USE OF MERGE LANE.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- INTERCHANGE CAPITOL/PROSPECT OFF RAMP CONGESTION, CONFUSION S.B. & N.B. ONTO W.B. PROSPECT.
- NO COURTESY FROM DRIVERS, BOTTLENECKS AND THE CONGESTION TURNING OFF LEFT AFTER GETTING ON PROSPECT.
- SHARP ANGLES OF APPROACH RAMPS CAUSE ME TO HAVE TO TURN MY HEAD COMPLETELY AROUND TO SEE IF ANY ON COMING TRAFFIC. A MORE RIGHT ANGLE APPROACH WOULD BE BETTER FOR ME.
- LINCOLN EXIT THE OVERPASS IS RAISED SO IT IS HARD TO SEE ONCOMING TRAFFIC.
- SIGHT DISTANCE FOR LEFT TURNS AT UNSIGNALIZED INTERCHANGES A SAFETY CONCERN. ALL MERGES ON CAPITOL INTERCHANGE ARE POORLY DESIGNED AND DANGEROUS.
- THE OFF/ON FOR CAPITOL/PROSPECT IS THE WORST I'VE EVER SEEN IN THE NW.
- GETTING OFF GOING WEST GETTING ON GOING NORTH.
- MAJOR PROBLEM IS TRAFFIC BACKING UP BEHIND CARS ATTEMPTING TO TURN LEFT WITHOUT AN AVAILABLE TURN LANE OR TRAFFIC SIGNAL. HOWEVER, I THINK THE NEW BRIDGE ON CEDAR WILL RESOLVE THIS PROBLEM.
- CAPITOL INTERCHANGE IS SO POORLY DESIGNED - MAJOR SAFETY ISSUES GETTING ON AND OFF.
- MERGING ONTO WESTBOUND PROSPECT AT CAPITOL/PROSPECT AVE INTERCHANGE GETTING OFF I-15N.
- MOST TIMES WHEN TRAFFIC IS ENTERING I-15 ENTERING/EXITING TRAFFIC CROSSES.
- ON THE ONE MARKED THE ENTRANCE ON I-15 & EXIT OFF I-15 NORTHBOUND ARE TOO CLOSE TOGETHER.
- PROBLEM EXISTS AT CAPITOL INTERCHANGE ALL THE TIME.
- NEED TWO MORE INTERCHANGES.
- STUPID DESIGN OF THE CAPITOL INTERCHANGE.
- SPEEDING UP AND SLOWING DOWN IN THE SAME LANE.
- CAPITOL EXCH-POOR VIEW GETTING I-15 AND MERGING TRAFFIC GETTING OFF I-15.
- TRAFFIC FROM INTERSTATE WON'T YIELD.
- THE MERGING AREA FOR NORTHBOUND TRAFFIC AT CAPITOL/PROSPECT IS A MAJOR CONCERN.
- TOO CONGESTED.
- THE EXCHANGE AT PROSPECT TO I-15 AND OFF I-15 MUST HAVE BEEN DESIGNED BY SPECIAL ED DROPOUTS.
- OVERPASS AT LINCOLN ROAD IS BLIND TURNING WEST OVER THE FREEWAY.
- CONSTRUCTION - ICY ROADS ESPECIALLY AT CAPITOL/PROSPECT UPHILL ICY.
- BRIDGE TOO NARROW CAUSING CONGESTION DURING PEAK TRAFFIC PERIODS.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- THE REASON FOR THIS IS THAT IT IS A TERRIBLE CONNECTION PROBLEM. VERY POOR SET-UP. ENGINEER SHOULD BE FIRED.
- DESIGN AT CAPITOL/PROSPECT INTERCHANGE APPROPRIATE FOR LOW TRAFFIC AREA ONLY.
- POOR GEOMETRICS ON RAMPS AT CAPITOL EXCHANGE
- AT LINCOLN CANNOT SEE TRAFFIC AT TOP OF EXIT RAMP, NEED LIGHT.
- I THINK THE PROBLEM AT FOUR GEORGIANS IS WORSE.
- SEEING EITHER DIRECTION FROM THE STOP SIGN, TURNING ONTO LINCOLN RD.
- CURRENT CONSTRUCTION. LANE CHANGES REQUIRED AT CAPITOL/PROSPECTIVE AVE INT.
- AT CAPITOL INTERCHANGE, OFF RAMPS ARE DANGEROUS, RADIUS IS TOO TIGHT, I THINK. AT LINCOLN INTERCHANGE, GUARD RAILS BLOCK VIEW OF LINCOLN RD TRAFFIC.
- SAFETY OF ON-RAMP & OFF-RAMP CRISS CROSS AT CAPITOL/PROSPECT NORTHBOUND.
- RESTRICTED VISION LINCOLN RD.
- CAPITOL/PROSPECT. 3 MAJOR ROADS CONVERGING AT SAME INTERCHANGE.
- I-15 NORTH ON RAMP/FROM 11TH) MERGES QUICKLY WITH OFFRAMP (TO PROSPECT) FROM I-15 N.
- PROSPECT INTERCHANGE HAS DANGEROUS DESIGN.
- NO EXIT AT CUSTER MAKES GETTING THERE INCONVENIENT.
- HARD TO SEE TO THE SOUTH AT CAPITOL/PROSPECT AVE.
- LIGHTS AT PROSPECT AND CEDAR EXCHANGE.
- WEAVING AT CAPITOL INTERCHANGE.
- NOT ENOUGH INTERCHANGES NEAR TOWN.
- THE ON-OFF RAMPS NORTHBOUND AT THE CAPITOL/PROSPECT INTERCHANGE ARE DANGEROUS.
- THE TAPERED RAMP AT MT CITY HAS POOR SIGHT DIST. SHORT WEAVING SECTION ON CLOVERLEAF. A FULL SIGNALIZED DIAMOND WOULD WORK BETTER. POOR LEFT TURN SIGHT DIST AT LINCOLN RD.
- CEDAR IS THE WORST, ROAD IS TOO NARROW, TOO MUCH TRAFFIC GOING TOO FAST.
- YOU CAN'T SEE TRAFFIC ON LINCOLN RD BRIDGE EXITING I-15. GETTING ON OR OFF NORTHBOUND I-15 AT CAPITOL IS RIDICULOUS.
- NEED ONE AT CANYON FERRY RD.
- CONSTRUCTION
- TOO FAR FROM NORTH AND BUSINESSES
- ROUTING OF OFF AND ON TRAFFIC MERGING TOGETHER. WHAT A NIGHTMARE. A DRUNK MUST HAVE DREAMED UP THAT ONE.
- CONFUSION GETTING OFF AT CAPITOL INT NORTHBOUND FROM MT CITY.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- SHORT DISTANCE BETWEEN PROSPECT & CEDAR.
- NOT ENOUGH LANES.
- INABILITY TO SEE AROUND THE BRIDGES.
- TRAVELING NORTH FROM MT CITY GETTING OFF AT PROSPECT YOU ENCOUNTER TRAFFIC TRYING TO GET ON I-15 TO GO NORTH IN THE SAME LANE AS THE EXIT, CAUSING COLISIONS. THIS INTERCHANGE SHOULD BE REDESIGNED.
- OFF RAMP TO PROSPECT AVE WEST - DANGEROUS
- AT PROSPECT AVE INTERCHANGE TRAFFIC FROM SOUTH INTERSECT WITH TRAFFIC GETTING ON AT THE UNDERPASS BETWEEN E HELENA AND SOUTH TRAFFIC FROM MONTANA CITY.
- SEEING ONCOMING TRAFFIC.
- NOT ENOUGH LANES, NO TURN LANES FOR I-15 RAMPS.
- POOR DRIVING - MOTORISTS DON'T KEEP MOVING IN THE MERGE LANE.
- NONE.
- SPECIFICALLY, MERGING WITH TRAFFIC ENTERING I-15 AT CAPITOL WHILE ONE IS EXITING NORTHBOUND IS A SAFETY PROBLEM. THE LEFT TURN ONTI I-15 SOUTH AT CEDAR IS DIFFICULT.
- EXTREME CLOSENESS BETWEEN NORTHBOUND EXIT AND GETTING ON I-15 AT PROSPECT - ONLY ABOUT .1 OF A MILE.
- AT LINCOLN RD. THE VISIBILITY IS VERY POOR IF YOU EXIT EITHER WAY. OVERPASS BRIDGE AND HILL RESTRICT SIGHT.
- TOO FAR BETWEEN CEDAR & LINCOLN RD - NEED LEFT HAND TURN LANE AT CEDAR.
- MERGING OF TRAFFIC GETTING OFF I-15 AT CAPITOL INTERCHANGE ONTO PROSPECT AVE.
- DESIGN OF INTERCHANGE AT CAPITOL & PROSPECT.
- THE PROSPECT AVE/CAPITOL INTERCHANGE IS VERY POORLY DESIGNED FOR PRESENT-DAY TRAFFIC.
- BUILT WITH TOO SHARP RAMPS.
- THERE IS MORE TRAFFIC THAN WHAT THE ROAD WAS DESIGNED FOR.
- SOUTHBOUND CEDAR EXIT TOO SMALL. DIFFICULT TURNING LEFT AT INTERSECTION.
- CAPITOL EXCHANGE GETTING OFF - WHY SOMEONE HASN'T BEEN KILLED. I'LL NEVER KNOW.
- POOR DRIVING SKILLS & KNOWLEDGE BY LOCALS.
- TRYING TO MAKE A LEFT HAND TURN TO GO TOWARDS MONTANA CITY COMING FROM WAL-MART. I HAVE WAITED THRU 3 LIGHTS BEFORE I COULD GO. ESPECIALLY AT 5 P.M.
- MAJOR PROBLEM GETTING OFF & ON I-15 NORTHBOUND - DANGEROUS.
- CANNOT SEE IF YOU ARE IN A CAR ON LINCOLN RD.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- COMING FROM MT. CITY OFF I-15 WHEN GOING AROUND CIRCLE TO GET ONTO PROSPECT AVE. - WAY TOO SHARP RIGHT AT TOP BEFORE GETTING ON PROSPECT. IN FACT, I WAS NEARLY IN AN ACCIDENT COMING ONTO PROSPECT. CAR COMING AROUND CIRCLE NEARLY HIT ME.
- RARELY USE THESE ROUTES & NEVER DURING RUSH HOUR.
- PROSPECT - THERE IS A MAJOR PROBLEM WITH EASTBOUND US 12 GOING TOWARDS NORTH I-15 MERGING ACROSS TRAFFIC EXITING AI-15 NORTH TO US 12 WEST.
- LINE OF SIGHT TURNING EAST AT THE LINCOLN RD. INTERCHANGE.
- GETTING OFF NB I-15 TO CAPITOL/PROSPECT IS A NIGHTMARE - CARS COMING OFF IN DARKNESS CAN'T BE SEEN BY CARS WB ON HWY. 12/PROSPECT AVE.
- CAPITOL/PROSPECT ; MERGING ON/OFF RAMPS, THRU TRAFFIC TOO FAST IN LEFT LANE. NEED LOWER SPEED LIMIT IN THIS AREA. SAME FOR CEDAR STREET INTERCHANGE - THRU TRAFFIC GOING TOO FAST.
- GOING NORTH OFF OF CAPITOL INTERCHANGE - 2 LANES MERGING TOGETHER, I GOING NORTH & I EXITING.
- HEADING NORTH & GETTING ON THE CAPITOL/PROSPECT INTERCHANGE.
- IF THERE IS NOT & CAN NOT BE ANY OTHER WAY TO TRAVEL NORTH-SOUTH IN THE VALLEY. THEN IT IS A MAJOR PROBLEM.
- ENGINEERING POOR - CROSS ONBOUND LANES GETTING OFF & VICE VERSA GETTING ON - POOR.
- VERY POOR DESIGN, ESPECIALLY THE CAPITOL/PROSPECT AVE. INTERCHANGE.
- NB, EXITING I-15 ONTO PROSPECT & HAVING TO CUT IN FRONT OF TRAFFIC COMING ONTO I-15.
- VERY UNSAFE GET OFF ON CAPITOL/PROSPECT - WORST IN STATE.
- ON & OFF AT CAPITOL/PROSPECT IS VERY DANGEROUS & POORLY DESIGNED AS THE SAME LANE IS USED FOR BOTH EXITS HEADING NORTH & ENTRANCE HEADING NORTH.
- THE PROBLEM AT THE CEDAR EXCHANGE ARE EXAGGERATED BY POOR DESIGN GETTING ON I-15.
- CONSTRUCTION STOPPAGE.
- SOME ARE HARD TO SEE ONCOMING TRAFFICE. SOME HAVE TO TURN MY HEAD BACK. LOSING CONTROL OF THE VEHICLE.
- SOME PEOPLE STOP WHEN GETTING ONTO THE INTERSTATE.
- THE PROBLEMS AT LINCOLN RD. ARE PRIMARILY WITH VISIBILITY OF VEHICLES ON LINCOLN & THEIR SPEED.
- BAD LANE SIGNAGE AT CAPITOL EXCHANGE.
- DRIVERS DON'T SEEM TO KNOW HOW TO MERGE.
- CONSTRUCTIONS.
- CAPITOL EXCHANGES AND OFF RAMPS ARE TOO CLOSE.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- DESIGN OF INTERCHANGE AT CAPITOL/PROSPECT ON N-B SIDE IS TERRIBLE, DOESN'T SPREAD TRAFFIC.
- GOING WEST OF CEDAR ONTO THE INTERSTATE IS TERRIBLE.
- INADEQUATE OFF-RAMP SPACE TO ACCOMODATE TRAFFIC - SAFETY HAZARD ON I-15 LANES. AT MOUNT CITY TRAFFIC BACKED UP FOR OVER 1/4 MILE.
- CAN'T GET THROUGH TRAFFIC WITHOUT A SIGNAL LIGHT.
- PEOPLE CROSSING ON BIKES & WALKING (NOT SAFE) CARS TURNING INTO SHOPS & EATING PLACES, ALBERTSONS, SHOPKO, FAST FOOD, THE TRAIN, ETC.
- NORTHBOUND GETTING ON OR OFF CAPITOL/PROSPECT INTERCHANGE IS DANGEROUS! NEED DIFFERENT DESIGNS SO THAT CARS DO NOT HAVE TO CUT IN FRONT OF EACH OTHER.
  
- CONSTRUCTION CAUSES SOME OF THE PROBLEM.
- LINCOLN - POOR VISIBILITY.
- I CAN'T REMEMBER BUT I THINK IT IS WHEN YOU GET ON (FROM 11TH) & OFF AT CAPITOL INTERCHANGE - THE ENTRANCE & EXIT ARE TOO CLOSE TOGETHER TO MERGE SAFELY.
- HARD TO TURN LEFT ONCE YOU GET OFF I-15 ONTO CEDAR.
- SEEING BEHIND YOURSELF LOOKING FOR ONCOMING TRAFFIC.
- POOR VISIBILITY OF ONCOMING TRAFFIC WHEN TURNING LEFT ONTO LINCOLN ROAD FROM THE SOUTHBOUND OFF RAMP.
- NORTHBOUND I-15 EXIT LINCOLN ROAD THEN TRYING TO TURN LEFT ON LINCOLN ROAD. (T-BONE SPECIAL)
- NORTHBOUND TRAFFIC CAPITOL EXIT IN CONFLICT WITH NORTHBOUND TRAFFIC TRYING TO GET ON I-15 AT CAPITOL INTERCHANGE.
- C. GETTING OFF RAMP TO CEDAR; D. MINIMAL TO NONEXISTENT SIGHT DISTANCE GETTING ON LINCOLN.
- SPACE BETWEEN ENTRANCE AND EXIT NORTHBOUND I-15 TOO SHORT.
- THE INTERCHANGES ARE POORLY DESIGNED FOR TODAY'S TRAFFIC. THE CAPITOL/PROSPECT AVENUE INTERCHANGE IN PARTICULAR.
- CAPITOL GETTING OFF I-15 IS TOO CLOSE TO THOSE GETTING ON I-15.
- THE PROBLEM WITH THE LINCOLN ROAD INTERCHANGE IS SIGHT DISTANCE ON THE CROSSROAD. THE BRIDGES ARE HIGHER THAN THE RAMPS LIMITING SIGHT DISTANCES.
- 5:00 TRAFFIC GOING EAST IS CONGESTED - VERY SLOW MOVING - 8:00AM TRAFFIC GETTING OFF INTERCHANGE AT CAPITOL EXIT IS CONGESTED.
- WESTBOUND ON CEDAR. TRYING TO TURN LEFT TO GO SOUTHBOUND ON I-15 - NEED A TURN LIGHT.
- THE LINCOLN INTERCHANGE HAS BLIND INTERSECTIONS - OR PARTIALLY OBSTRUCTED INTERSECTIONS - WHICH CREATE A MAJOR SAFETY CONCERN.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- WHEN TRAVELING WEST ON 12, YOU HAVE TO CROSS THE HIGHWAY TO GET ON I-15 SOUTH.
- BIG SAFETY PROBLEM GETTING OFF I-15 AT CAPITOL/PROSPECT INTERCHANGE WITH PEOPLE CROSSING THE LINE OF TRAFFIC THAT IS EXITING IN ORDER TO GET ON I-15.
- POOR DRIVING HABITS.
- NEED BETTER WAY TO GET ON & OFF AT PROSPECT & CAPITOL - DANGEROUS (EMBARRASSMENT TO HIGHWAY ENGINEERS)
- ACUTE ANGLE OF ON-RAMP ENTERING US 12 MAKES SMOOTH MERGING DIFFICULT. ALSO, US 12 TRAFFIC WESTBOUND FORCED TO MERGE FROM 3 TO 2 LANES THERE.
- MAINLY THE EXISTING ON & OFF RAMPS TOO CRAMPED & TIGHT IN CURVES. NO LEAD IN FOR MERGING TRAFFIC.
- CLOVER AT CAPITOL EXIT MUST BE TOUGH TO GET ON, WHEN TRAFFIC FROM MONTANA CITY TRYING TO GET OFF I-15.
- DANGEROUS WITH CROSSING TRAFFIC AT CAPITOL INTERCHANGE - SIGHT ALSO DIFFICULT.
- THE CAPITOL INTERCHANGE IS SO POORLY SET UP IT CAUSES NEAR ACCIDENTS FAIRLY OFTEN.
- JUST TOO MUCH TRAFFIC TRYING TO GET OFF & ON BEFORE & AFTER WORK.
- THE CLOVERLEAF CONFIGURATION ON PROSPECT IS POORLY DESIGNED TO OPTIMIZE TRAFFIC FLOW. FIX THE INTERCHANGE.
- LINCOLN RD - SPEED OF VEHICLES PASSING OVER I-15 TOO FAST. MANY ACCIDENTS. POOR VISIBILITY.
- LARGE TRUCKS & SLOW TRAFFIC GETTING OFF RAMP TO PROSPECT.
- DANGEROUS WAITING ON THE INTERSTATE & TRYING TO GET ON PROSPECT AVE INTERCHANGE.
- POOR DRIVING HABITS OF SOME INDIVIDUALS CAUSES DELAYS. INFORMATION CAMPAIGN MIGHT IMPROVE THIS.
- EXIT LANE TO PROSPECT OFF I-15 NORTHBOUND IS TOO SHORT & MIXES WITH OFFRAMP TRAFFIC FROM I-15.
- NOT YIELDING TO MAIN TRAFFIC FLOW
- LACK OF DRIVER EDUCATION - PEOPLE IN MONTANA DO NOT KNOW HOW TO MERGE!!!
- DESIGN OF NORTHBOUND EXIT -- TOO SHARP OF A TURN & VERY CONGESTED. SAME WITH NORTHBOUND ENTRANCE.
- NO THIRD LANE BETWEEN PROSPECT & CEDAR.
- COMMON LANE FOR NORTHBOUND OFF & ON AT PROSPECT. EXIT 200 NORTHBOUND -- CANNOT SEE TRAFFIC COMING OVER BRIDGE HEADED EAST.
- VERY FEW



**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- MERGING ONTO PROSPECT FROM NORTHBOUND I-15 IS A MAJOR PROBLEM. IT'S EXTREMELY UNSAFE.
- I-15 JUST DOESN'T HAVE ENOUGH ON & OFF RAMPS THROUGH THE HELENA AREA.
- THE ON & OFF INTERCHANGES ARE TOO CLOSE TOGETHER AT CAPITOL/PROSPECT AVE.
- IT'S SCARY GETTING OFF OR ON TO CAPITOL EXIT FROM MONTANA CITY BECAUSE OF ENTERING TRAFFIC.
- THE CAPITOL/PROSPECT AVE INTERCHANGE REQUIRES MAJOR REDESIGN & WORK.
- POOR VISIBILITY GETTING OFF I-15 AT LINCOLN RD & LOOKING EAST OR WEST.
- DESIGN PROBLEMS WITH CAPITOL/PROSPECT INTERCHANGE.
- THE CAPITOL/PROSPECT NORTHBOUND ON/OFF IS FAR TOO CLOSE & CONGESTED. SOUTHBOUND OFF IS VERY CONGESTED AS IT MIXES WITH INCOMING WESTBOUND PROSPECT.
  
- ATTEMPTING TO GET OFF OF CEDAR & ONTO THE SOUTHBOUND RAMP.
- GETTING ON I-15 OFF OF PROSPECT IS DANGEROUS AS ONE IS TRYING TO MERGE INTO TRAFFIC & MOTORISTS ARE CUTTING IN FRONT OF YOU TRYING TO EXIT OFF I-15 IN THE SAME MERGING LANE.
- MAKING TURN TO GO SOUTHBOUND ON I-15 FROM THE EAST.
- GETTING OFF & MERGING AT CAPITOL/PROSPECT.
- AT MONTANA CITY & LINCOLN RD - YOU CANNOT SEE ONCOMING CARS AFTER MAKING A STOP AT THE STOP SIGN. THERE IS TOO MUCH DANGER IN GETTING OFF AT CAPITOL & MERGING WITH WESTBOUND TRAFFIC ON PROSPECT.
- COUNTRY FOLK DON'T GET ON I-15 FROM ONRAMP DOING THE SPEED LIMIT OF I-15.
- RUSH HOUR BACKUP TO BOTH EAST & WEST ON HWY 12. LESS BUT STILL A PROBLEM ON CEDAR EAST & WEST.
- DANGEROUS STOP SIGN, POOR VISIBILITY DUE TO CURVING OVERPASS AND SIGNS BLOCKING VIEW.
- POOR LIGHTING AND INADEQUATE APPROACHES/SAME LANE EXITS ENTRANCES ONTO ROADWAY NEED SAFETY LANES. THESE ARE PROBLEMS AND CONCERNS FOR ANYTIME OF DAY.
  
- SAFETY IS #1 PROBLEM. TRAFFIC BACKED UP AT INTERSECTIONS IS #2 PROBLEM.
- THE INTERCHANGE AT CAPITOL/PROSPECT HAS NORTHBOUND TRAFFIC AND TRAFFIC ENTERING I-15 NORTHBOUND CROSSING, ONE OVER THE OTHER. THERE WILL BE A MAJOR ACCIDENT THERE SOME DAY. VERY POOR AND UNSAFE DESIGN, I WANT TO REPEAT THE COMMENT ABOUT UNSAFE DESIGN OF THE CAPITOL/PROSPECT INTERCHANGE. THE DESIGN IS AS ILLUSTRATED.
- CONGESTION ON THE OFF RAMP AT I-15 AND CEDAR.
- THIS EXCEEDINGLY DANGEROUS DUE TO ITS DESIGN.
- POOR VISIBILITY TO SEE ONCOMING TRAFFIC.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- TRAFFIC AT PROSPECT/CAPITOL EXIT BACKED UP CLEAR ACROSS THE OVERCHANGE BRIDGE M-F 730-900AM, 430-600PM AT 11TH GOING EAST OFF CAPITOL EXIT. TRAFFIC BACKED UP FOR 11TH INTERSECTION TO THE OVERLAND EXP IN WESTBOUND LANE M-F, BIG PROB.
- SAFETY PROBLEM GETTING OFF I-15 AT LINCOLN RD IS CAUSED BY GUARD RAIL ON OVERPASS OBSCURING VIEW OF ONCOMING TRAFFIC COMING OVER OVERPASS.
- CARS WON'T MOVE INTO OTHER LANE TO LET YOU IN. CONSTRUCTION.
- ON & OFF RAMPS THAT ARE CLOSE TOGETHER FOR SAFE MERGE AT CAPITOL INTERCHANGE.
- LACK OF AN INTERCHANGE AT CUSTER AVE.
- NEED YIELD SIGNS
- I DON'T USE OTHER EXCHANGES ON A REGULAR BASIS SO DON'T KNOW ABOUT THEM.
- CAN'T GET INTO TRAFFIC ON CEDAR, CAN'T SEE, VERY UNSAFE.
- NEED TO MOVE INTERCHANGE
- NOT BEING ABLE TO CROSS TRAFFIC ON OVERPASS TO TURN LEFT.
- GETTING OFF OF I-15 NORTHBOUND ONTO PROSPECT IS DANGEROUS. I'VE HAD PEOPLE IN FRONT OF ME STOP ON PROSPECT TO LET PEOPLE FROM I-15 ON.
- MOSTLY GETTING ON I-15 AND RUDE NORTHBOUND DRIVERS THAT DON'T MOVE OVER.
- HIGH SPEED LIMITS.
- SAFELY MERGING WITH EAST-WEST TRAFFIC ON THE CROSSROADS AT THESE INTERCHANGES.
- CROSSING OVER I-15 BECAUSE OF STOPLIGHTS AT 5PM TRAFFIC CAN BE BACKED UP ALL THE WAY BACK TO THE COLONIAL INN BECAUSE OF BAD INTERSECTION W/LIGHT BY ALBERTSONS & LIGHT AT FREEWAY EXIT.
- LINCOLN - VISIBILITY LEFT & RIGHT.
- AT CAPITOL/PROSPECT THE DESIGN OF INTERCHANGE GETTING ON & OFF NORTHBOUND IS DIFFICULT TO NAVIGATE AS CARS ARE MERGING ON & OFF IN SHORT STRIP OF RD. CEDAR INTERCHANGE PROBLEMS ARE BEING FIXED, THANK YOU.
- POOR INTERCHANGE DESIGN.
- ICY CONDITIONS AGGREGATE FLOW WEST ON PROSPECT ALWAYS POOR REQUIRING FAST LANE CHANGES & CONNECTION FOR FEE & 11TH AVE (TO ST PETERS HOSP) IS VERY PROBLEMATIC: SIMILAR CONNECTION PROBLEMS AT CEDAR AIRPORT RD/WASHINGTON ST.
- TRUCKS AND OTHER VEHICLES HAVE PROBLEMS LEAVING PROSPECT TO GO SOUTH. COMING FROM THE EAST.
- PEOPLE DRIVING TOO SLOW.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- NORTH BOUND AT PROSPECT ON I-15 EXIT & ENTRY LANES CROSS IN TOO SHORT OF DISTANCE, LINCOLN OVERPASS TOO NARROW, POOR VISIBILITY GETTING OFF MONTANA SOUTHBOUND, HIGH GUARD RAILS RESTRICT VISIBILITY WHEN IN A CAR. TRAFFIC TOO FAST FROM EAST ON LINCOLN RD.
- MERGING LANES ONTO THE INTERSTATE.
- 2 EXITS AT CAPITOL/PROSPECT
- DOWN STREAM SIGNAL TIMING ON BOTH PROSPECT & CEDAR.
- CROSSING TRAFFIC AND MERGING TRAFFIC, NO THIRD LANE FOR SLOWER TRAFFIC.
- GETTING OFF I-15 AT CAPITOL EXIT IS VERY POORLY LAID OUT - DANGEROUS.
- CAPITOL/PROSPECT ON RAMP TO I-15 IS TOO SHORT - DO YOU UNDERSTAND THE CONCEPT OF MERGING?
- THE LANES ARE NOT CORRECTLY DESIGNED. WE ARE NOT SURE WHAT LANE YOU NEED TO BE IN.
- CROSS TRAFFIC ON THE A AND B RAMPS OF CAPITOL INTERCHANGE.
- GETTING ON I-15 (SOUTH) COMING FROM AIRPORT.
- THE CROSS STREET STOP LIGHTS AREN'T SYNCHRONIZED TO ALLOW THE FLOW OF TRAFFIC ON PROSPECT & 11TH AVE CROSS STREETS.
- ON & OFF RAMPS TO CLOSE TOGETHER NORTHBOUND CAPITOL EXIT.
- I DON'T LIKE NORTHBOUND I-15 LANE EXIT TO WESTBOUND ON PROSPECT AVE.
- NOT MUCH.
- MERGING INTO WESTBOUND PROSPECT TRAFFIC.
- GETTING ONTO PROSPECT WHEN TRAVELING NORTH ON I-15 CAN BE A PROBLEM.
- GETTING IN THE LEFT LANE WITH CARS THAT WANT TO GET OFF IN THE RIGHT LANE. SPEED IS A FACTOR.
- MERGING AND CROSSING TRAFFIC, TOO MANY NEEDING TO ACCESS COLONIAL DR ON FEE FROM PROSPECT INTERCHANGE. PEDESTRIANS.
- PROBLEMS OCCUR WHEN ONE SET OF TRAFFIC IS COMING ONTO I-15 WHILE ANOTHER SET OF TRAFFIC HAS TO TRY TO DODGE THESE CARS WHILE COMING ONTO PROSPECT.
- NORTH BOUND EXIT & NORTHBOUND EGRESS SHARE THE SAME LANE OFF & ON I-15
- EXITING I-15 NORTH BOUND TO LINCOLN RD IS HARD TO SEE.
- GETTING OFF - MEETING CARS TRYING TO GET ON & THE SHARP CURVE AFTER GETTING OFF. GETTING ON IS TRYING TO HAVE SPEED UP BUT NEEDING TO BE CONCERNED W/TRAFFIC TRYING TO GET OFF.
- OFF I-15 ONTO CEDAR
- LONG LINE OF TRAFFIC
- TRAFFIC IS BACKED UP FOR BLOCKS.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- THE CONSTRUCTION AT THE INTERCHANGES HAS CAUSED THE PROBLEMS AT CEDAR.
- MERGING NORTH ON TO I-15 OFF CAPITOL INTERCHANGE SAFELY!!
- PEOPLE STOP ON INTERCHANGE ENTERING I-15 - CARS DO NOT FLOW OR MERGE INTO I-15 TRAFFIC.
- PROBLEM IS NOT I-15 INTERCHANGES. IT'S STREETS LIKE CEDAR & MONTANA AVE THAT HAVE DIFFICULTY HANDLING THE AMOUNT OF TRAFFIC.
- DAMN POOR DESIGN TO ENTER GOING NORTH AS IT SHARES LANE WITH NORTHBOUND FROM MONTANA CITY TO EXIT I-15 ONTO PROSPECT. ONCE AT TOP OF EXIT ON PROSPECT, NO GOOD WAY TO ENTER TRAFFIC STREAM.
- LONG LINES AT STOP SIGNS.
- CAPITOL/PROSPECT - POOR DESIGN. LINCOLN RD - SIGHT DISTANCE.
- DIFFICULT INTERSECTIONS AT HWY 12 & AT CEDAR.
- CEDAR SOUTHBOUND - LEFT TURN.
- ONE OF THE BIGGEST PROBLEMS ARE PEOPLE WHO ENTER I-15 AT LESS THAN INTERSTATE SPEED.
  
- IMPATIENT DRIVERS
- LINE OF SIGHT WESTBOUND WHEN EXITING & GOING NORTH.
- WE NEED ANOTHER INTERCHANGE AT PROPOSED FORESTVALE INTERCHANGE. IT WOULD ALLEVIATE CONGESTION AT CEDAR & LINCOLN INTERCHANGES & ON MONTANA AVE.
- DESIGN OF ON & OFF RAMPS MERGING UNDER OVERPASS - VERY DANGEROUS.
- SIGHT DISTANCE ON LINCOLN RD.
- THERE NEEDS TO BE A NEW INTERCHANGE OTHER THAN EXISTING ONES.
- LINCOLN RD. NORTHBOUND, CAN'T SEE ONCOMING TRAFFIC. CEDAR, SOUTHBOUND, MAJOR DANGER BECAUSE OF TRAFFIC. CAPITOL, SOUTHBOUND, THE LIGHT IS VERY LONG.
  
- VIEW OBSTRUCTED AT LINCOLN RD GETTING OFF & ON I-15.
- TOO MUCH TRAFFIC.
- PEOPLE FAILING TO YIELD TO INTERSTATE TRAFFIC.
- MERGING WITH THRU TRAFFIC.
- CAPITOL/PROSPECT INTERCHANGE LEAVING I-15 GOING NORTH (TURNING RIGHT) AND MERGING INTO PROSPECT MOVING WEST.
- I DON'T LIKE MERGING TRAFFIC FROM SOUTH WHEN GETTING ON I-15 HEADING NORTH.
- NORTHBOUND PROSPECT EXIT TOO TIGHT CORNER & NO MERGE LANE.
- THE CAPITOL INTERCHANGE IS A KILLER TO GET OFF - VERY POOR DESIGN.
- THE CHANGE IN THE RADIUS OF THE EXIT ON PROSPECT INTERCHANGE.

**Question: 4 What other problems are there in getting on and off I-15 at the existing interchanges?**

**Comment**

- AT MONTANA CITY INTERCHANGE, CONGESTION IS SO HEAVY, PEOPLE FORM 2 LANES ON/OFF RAMP. PEOPLE TURNING RIGHT HINDER VISIBILITY OF ONCOMING TRAFFIC FOR PEOPLE TURNING LEFT. PEOPLE ON OVERPASS WILL PASS ON THE RIGHT TO THOSE ON THE OVERPASS TRYING TO TURN LEFT ONTO THE ON RAMP. IN OTHER WORDS. THE HIGHWAY CROSSING I-15 HAS DIFFICULTY HANDLING THE TRAFFIC.
- EXIT RAMP INTERSECTIONS WITH LINCOLN ROAD HAVE POOR SIGHT DISTANCE.
- THE SUICIDE EXIT/ENTRANCE AT THE CAPITOL EXIT.
- SAFETY IS PRIMARY.
- CAPITOL INTERCHANGE IS INHERINTLY UNSAFE!!! PUTS SLOW MOVING TRAFFIC INTO 75+ MPH TRAFFIC WITH NO ACELARATION RAMP. EXIT RAMP IS A JOKE!
- THE CROSSING OF TRAFFIC ON NORTHBOUND ON/OFF RAMPS AS THEY ENTER/EXIT I-15.
- THE MERGING THAT OCCURS AT CAPITOL/PROSPECT INTERCHANGE.
- THERE, LINCOLN ROAD, IS TOO MUCH OF AN ARCH IN THE OVERPASS SO ONCOMING TRAFFIC TRAVELING AT 40-50 MPH IS HARD TO SEE. IT IS VERY DANGEROUS!!!
- WHEN EXITING ONTO LINCOLN ROAD IT IS ALMOST IMPOSSIBLE TO SEE CARS COMING FROM WEST UNLESS YOU PULL OUT INTO TRAFFIC LANE - THERE HAVE BEEN ACCIDENTS/DEATH BECAUSE OF THIS.
- POOR DESIGN OF CAPITOL INTERCHANGE.
- MAJOR FAULTY DESIGN OF EXCHANGE AT CAPITOL/PROSPECT, IT'S A MIRACLE PEOPLE ARE NOT KILLED YEARLY!!! RIDICULOUS!!

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- TOO MUCH TRAFFIC. WHAT ABOUT STATE & FEDERAL EMPLOYEES PARKING OUTSIDE THE CITY & BUS TO WORK?
- AN INTERCHANGE AT CUSTER WOULD EASE TRAFFIC FLOW ON CEDAR. THE EXIT & ENTRANCE AT CAPITOL ARE POORLY DESIGNED & DANGEROUS, ESPECIALLY NORTHBOUND.
- AN ADDITIONAL INTERCHANGE AT CUSTER WOULD VASTLY REDUCE THE MONTANA AVE TRAFFIC PROBLEM.
- CONGESTION ON N MONTANA AVE & SAFETY CONCERNS FOR PEDESTRIANS & BICYCLISTS.
- MONTANA AVE GOING NORTH FROM CEDAR IS TERRIBLY CONGESTED IN & OUTBOUND.
- MAJOR PROBLEM OF NOT REDUCING DANGEROUS CONGESTION ON N MONTANA AVE, NOT USING I-15 VIA AT LEAST 2 MORE INTERCHANGES MONTANA AVE.
- MUST DRIVE EXTRA MILEAGE TO GET HOME OR WORK.
- IF YOU HAVE MORE INTERCHANGES, YOU WON'T HAVE A LOT OF TRAFFIC ON THE EXISTING INTERCHANGES.
- EXTRA DRIVE TIME.
- PUTS TOO MUCH TRAFFIC ON MONTANA AVE.
- OVERLOADING OF CURRENT INTERCHANGES & FEEDER STREETS.
- WE WILL SEE CONTINUED & EVER-INCREASING CONGESTION AT THE PROSPECT & CEDAR INTERCHANGES WITH OUR INCREASING GROWTH IN THE AREA.
- W HELENA VFD NEEDS QUICK & EASY ACCESS.
- MONTANA AVE HAS MAJOR CONGESTION BECAUSE OF NO OFFRAMPS. NEED ONE AT CUSTER & SIERRA.
- CONGESTION ON INTERSTATE & LOCAL ROADS. WOULD BE REDUCED & SAFETY WOULD IMPROVE ON THE INTERSTATE & LOCAL ROADS WITH AN INTERCHANGE BETWEEN CEDAR & LINCOLN INTERCHANGES.
- CONGESTION ON MONTANA AVE & GREEN MEADOW DUE TO THE GROWTH & PROJECTED GROWTH IN THAT AREA.
- INCREASED THRU-TRAFFIC ON LOCAL ROADS.
- SHEER VOLUME & GROWTH WILL EVENTUALLY CROWD THE EXISTING ONES UNACCEPTABLY.
- MCI & CAPITOL PROBLEM AS CONGESTED AS MC TRAFFIC MERGEST WITH E HELENA TRAFFIC. SAME SITUATION BETWEEN CEDAR & LINCOLN RD. POOR ROADS & CONGESTION RESULT IN BOTTLENECK AT CUSTER AVE.
- GETTING EMERGENCY VEHICLES TO HOMES & BUSINESSES WITHOUT GOING ALL THE WAY ACROSS TOWN ON THE VALLEY.
- THINK THERE SHOULD BE AN EXIT FROM TO GO TO SHOPKO, ALBERTSON'S & TARGET. WOULDN'T HAVE TO DRIVE DOWN MONTANA AVE.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- SENIORS & TOURISTS WHO WANT TO DRIVE 25 MPH ON MONTANA AVE & TRAFFIC IS SO HEAVY, THERE IS NO PASSING. BETWEEN SIERRA & CUSTER THERE IS TIME FOR ALL KINDS OF ROAD RAGE.
- CONGESTION AT RUSH HOURS.
- MONTANA AVE IS OVERCROWDED. CEDAR ST EXIT IS OVERCROWDED.
- OK, FROM THE TOP, THE INTERSTATE WAS DESIGNED & BUILT WHEN? THE POPULATION WAS WHAT? THINGS HAVE CHANGED, HELENA'S GROWN UP. THE INFRASTRUCTURE NEEDS TO GROW UP, TOO.
- ACCESS TO HOMES.
- TO REDUCE TRAFFIC ON MONTANA AVE.
- ACCESS TO RESIDENTIAL DEVELOPMENTS.
- TOO MUCH TRAFFIC ON MONTANA AVE. ACCESS TO VALLEY RESIDENTIAL AREAS.
- POSSIBLY REDUCE TRAFFIC VOLUMN ON MONTANA AVE.
- ACCESS TO OTHER HIGHWAY ROUTES.
- THE CAPITOL INTERCHANGE IS OVERCROWDED NOW. PEOPLE FROM THE SOUTH & EAST HAVE NO ALTERNATIVE ROUTES. PEOPLE FROM THE NORTH DO.
- SO YOU CAN MOVE SOME OF THE TRAFFIC FROM N MONTANA TO I-15.
- ACCESS FOR EMERGENCY SERVICES.
- CUSTER IS BECOMING A MAJOR SHOPPING AREA. IF THERE WERE AN INTERCHANGE THERE IT WOULD RELIEVE A LOT OF TRAFFIC ON MONTANA.
- MONTANA AVE HAS TO SERVE MORE OF THE VALLEY TRANSPORTATION NEEDS.
- ACCESS TO ALTERNATIVE ROUTES TO CAPITOL INTERCHANGE & FEE ST, PARTICULARLY FOR MEDICAL FACILITIES.
- JUST GETTING HOME ON MONTANA AVE & GREEN MEADOW IS NOT SUFFICIENT BETWEEN LINCOLN & CUSTER. ANOTHER ACCESS IS REQUIRED.
- IF YOU MISS THE CEDAR ST TURNOFF, YOU MUST GO SUCH A LONG WAY TO GET TURNED BACK.
- THIS TOWN IS STRANGE TO HAVE ONLY 2 ENTRANCES & EXITS. IF IT EXPECTS TO GROW, MORE ACCESSIBILITY IS NEEDED.
- TIME DELAYS GETTING INTO CITY OR GOING HOME.
- MOVE PEOPLE/CARS OFF MONTANA TO I-15.
- ABILITY OF TRAFFIC TO MOVE AT A SAFE PACE, ESPECIALLY AT HIGH TRAFFIC TIMES.
- PRESENTLY, THERE IS AT TIMES NOT ADEQUATE SPACE FOR VEHICLES WAITING FOR RED LIGHT TO CHANGE.
- FUNNELS TOO MUCH TRAFFIC ON MONTANA AVE, CEDAR ST & CUSTER.
- NOT EVEN MAIN ARTERIES IN HELENA - FRONTAGES MAY HELP.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- MAJOR CONGESTION ON MONTANA AVE & CEDAR ST.
- ACCESS TO HOME
- CONGESTION OF TRAFFIC. NOT ENOUGH ROADS TO HANDLE VOLUME. PUT INTERCHANGE AT MONTANA CITY. BUILD SECONDARY FRONTAGE ROAD TO HELENA ON WEST SIDE.
- CONGESTION ON N. MONTANA BETWEEN CEDAR & SIERRA RD.
- ACCESS TO RESIDENCES BETWEEN MILL RD. & LINCOLN RD.
- THERE HAS TO BE A WAY OF REDUCING THE TRAFFIC AT THE CAPITOL INTERCHANGE.
- WOULD BE NICE TO HAVE FRONTAGE ROAD CONTINUE FROM MONTANA CITY TO HELENA TO AVOID I-15 SOMETIMES.
- GENERAL TRAFFIC FLOW.
- AIDS IN RELIEVING CONGESTION ON OTHER ROADS & INTERCHANGES.
- INCONVENIENT, SAFETY.
- EMERGENCY SERVICES, ACCESS BETWEEN CEDAR/LINCOLN RD. IS TOO LONG . . . PROBABLY WOULD LESSEN TRAFFIC ON FREEWAY.
- TRAFFIC NORTH & SOUTHBOUND ON A 2-LANE WHERE A 4-LANE INTERSTATE WOULD ALLEVIATE THIS PROBLEM.
- ALLEVIATE UNNECESSARY TRAFFIC ON MONTANA AVE. & FRONTAGE RD.
- DURING MORNING WORK TRAVEL, TRAFFIC BACKS UP GETTING INTO TURN ON TO PROSPECT, THEN GETTING OUT OF HELENA ON 11TH AFTER WORK.
- FORCES TOO MUCH VALLEY TRAFFIC TO USE N. MONTANA AVE. THE FORESTVALE INTERCHANGE WOULD HAVE RELIEVED THE VOLUME ON N. MONTANA.
- TRAFFIC CONGESTION ON CEDAR & MONTANA AVE. TAKES EXTRA TIME TO GET TO THE NORTH SIDE OF TOWN.
- CUSTER NEEDS EXIT/ENTRANCE. BROADWAY NEEDS OVERPASS & INTERCHANGE.
- TOO MUCH CONGESTION ON CUSTER & N. MONTANA AVES.
- WITHOUT ADDITIONAL ACCESS, IT INCREASES ACCESS OF OTHER INTERCHANGES.
- TRAFFIC ON MONTANA AVE. FROM LINCOLN RD. TO PROSPECT AVE. GETS BAD.
- THE ONRAMP FROM PROSPECT & THE CIRCULAR OFFRAMP TO GET ONTO PROSPECT.
- POTENTIAL FOR GROWTH OTHER THAN LAST CHANCE GULCH. WHY LIMIT EXPANSION? THE GULCH HAS LIMITED GROWTH EXPANSION.
- NO ACCESS TO I-15 REDUCES PROPERTY VALUES IN THE VALLEY.
- ENTRY/EXIT FROM TOWN SOUTH OF CAPITOL/PROSPECT WOULD ALLOW ACCESS FROM COMMUNITIES TO THE SOUTH TO HOSPITAL/MEDICAL AREAS & DOWNTOWN WITHOUT TRAVELING CAPITOL/PROSPECT.
- SAFETY - AMBULANCES - OFFRAMP ON COLONIAL DR. TO HOSPITAL.
- NEED INTERCHANGE IN AREA NEAR SIERRA RD.



**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- GETTING AROUND IN A TIMELY MANNER.
- NEED INTERCHANGE AT FORESTVALE.
- EASE CONGESTION ON INTERCHANGES.
- TOO MUCH TRAFFIC AT CEDAR ST. ONCE YOU GET OFF I-15. ANOTHER INTERCHANGE WOULD LESSEN THIS.
- MONTANA AVE. IS OVERCROWDED FROM 6 A.M. TO 8 P.M.
- AS WE GROW, WE'RE GOING TO NEED AT LEAST ONE MORE INTERCHANGE. PUTTING ONE BEFORE THE CAPITOL INTERCHANGE MAKES SENSE AS HELENA IS GOING TO GROW BOTH EAST BEHIND THE HIGHWAY DEPARTMENT & SOUTH BETWEEN HELENA & MONTANA CITY.
  
- CONGESTION ON MONTANA AVE.
- SHOULD HAVE EXIT FROM FRONTAGE PAST THE LINCOLN EXIT ALSO.
- TOO MUCH TRAFFIC ON MONTANA AVE.
- NEED INTERCHANGE ON CUSTER-CANYON FERRY. THIS WILL MAKE LESS TRAFFIC ON CEDAR AND HAVING TO DRIVE THROUGH MORE TRAFFIC DOWN MONTANA AVE.
- THERE IS NO ACCESS TO INTERSTATE FROM LINCOLN RD SOUTH TO CEDAR.
- ACCESS TO RESIDENTIAL AREAS, BICYCLE & PEDESTRIAN TRAFFIC.
- AN INTERCHANGE AT THE SIERRA RD, APPROXIMATELY, WOULD GREATLY CUT DOWN TRAFFIC ON MONTANA AVE. IT WOULD PUT MORE TRAFFIC ON A ROAD I-15 THAT CAN HANDLE THE TRAFFIC LOAD.
- ROAD RAGE. TOO MANY PEOPLE TO TRY TO TURN LEFT AFTER EXITING HWY AT CAPITOL/PROSPECT BACKS UP THE LIGHTS & CREATES ANGER AND SAFETY ISSUES.
- THERE IS SERIOUS CONGESTION COMING FROM MT CITY INTO CITY & ALSO AT CEDAR FROM THOSE COMING FROM LINCOLN.
- ADDITIONAL TRAFFIC FROM HELENA VALLEY TO CEDAR ST/CAPITOL AREA.
- DIVERT AS MUCH TRAFFIC OFF N MONTANA AVE BETWEEN CEDAR ST & LINCOLN RD FOR CONVENIENCE AND SAFETY SAKE.
- CONGESTION DUE TO LIMITED ACCESS.
- FUNNELS MORE TRAFFIC ONTO EXISTING INTERCHANGES.
- LUNCH HOUR CONGESTION
- BETWEEN CEDAR & LINCOLN WOULD RELIEVE ALOT OF CITY TRAFFIC FOR PEOPLE IN VALLEY (NORTH).
- NEED ACCESS TO YORK RD FROM I-15 AT OVER PASS.
- IT IS DIFFICULT TO GET ON MONTANA AVE. MONTANA AVE IS VERY CROWDED EVEN TO SIERRA RD.
- WE NEED AN INTERCHANE ON TO CUSTER AVE.
- TOO MUCH TRAFFIC ON MONTANA BETWEEN LINCOLN AND CEDAR DURING RUSH HOURS.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- INCREASE TRAFFIC ON MONTANA AVE.
- NOT HAVING ACCESS TO I-15 BETWEEN LINCOLN AND CEDAR IN AM INCREASES INNER-CITY TRAFFIC CONGESTION.
- CONGESTION ON MONT AVE & CEDAR ST OPTIONS.
- BY HAVING MORE INTERCHANGES THE HOSP & MEDICAL CENTER WILL BE MUCH MORE ACCESSIBLE. VERY IMPORTANT AS HELENA GROWS.
- IT WOULD RELIEVE TRAFFIC AT THE PROSPECT & CEDAR STREET INTERCHANGES TO HAVE ANOTHER ON/OFF RAMP NEAR SHOPKO & THE AIRPORT & SHELTER AREA.
- DONT KNOW OF ANY OTHERS.
- LOCAL ROAD OR STREET CONGESTION
- I THINK WE NEED A CUSTER AVE INTERCHANGE DUE TO INCREASED BUILDING IN THAT AREA TO ALLEVIATE CONGESTION ON MONTANA/CUSTER AVE AREA.
- EMERGENCY ACCESS
- CREATES PROBLEMS ON MONTANA AVE.
- ACCESS TO NEW DEVELOPMENT/NEIGHBORHOODS.
- FORCES OUTLYING TRAFFIC DOWN MONTANA AVE., WHICH SUFFERS FROM CONGESTION.
- CHILLS ECONOMIC GROWTH
- NEED TO GO TO NEXT INTERCHANGE AND THEN COME BANK.
- LESS CHOICE FOR ALTERNATIVE ROUTES WHEN ACCIDENTS OCCUR WHICH ARE FREQUENT ON CAPITOL/PROSPECT INTERCHANGE.
- MAJOR CONGESTION ON CANYON FERRY BRIDGE BY SHOPKO.
- ANOTHER EXCHANGE WOULD HELP TRAFFIC CONGESTION ON MONTANA AVE.
- WE NEED AN INTERCHANGE AT CUSTER.
- NOT ENOUGH RESIDENTIAL ACCESS.
- HEAVY CONGESTION. NO BIKE AND PEDESTRIAN PATHS ESPECIALLY ON BRIDGES. CHILDREN NEED SAFER TRANSPORTATION TO SCHOOL HOSPITAL & HEAVY SOUTH HILLS DEVELOPMENT IS HARD TO GET TO.
- MORE LIMITED USE OF INTERSTATE FORCING OTHER TRAFFIC CONGESTION IN EASTERN PART OF HELENA.
- CONGESTION ON CUSTER/MONTANA INTERSECTION.
- INCREASE OF TRAFFIC ON N MONTANA AVE THROUGH TOWN TO CAPITOL AREA.
- INTERCHANGES AT FORESTVALE AND BELT DRIVE.
- TOO MUCH TRAFFIC ON EXISTING MONTANA AVE. SHOULD BE 4-5 LANES FROM CUSTER TO LINCOLN RD. EVEN WITH 2 NEW INTERCHANGES SAY SIERRA RD & BROADWAY.
- TRAFFIC BACKS UP UNABLE TO MAKE LANE CHANGES SAFELY MUST DRIVE AGGRESSIVELY TO GET TO YOUR LOCATION.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- TOO MUCH TRAFFIC ON CEDAR AND N MONTANA
- IT PUTS PRESSURE ON OTHER ROUTES SUCH AS MONTANA AVE, CUSTER AVE, FRONTAGE RD, WASHINGTON ST.
- DESPERATE NEED FOR INTERCHANGE BETWEEN CEDAR/LINCOLN. I DON'T CARE WHAT THE RESIDENTS SAY, DO IT ANYWAY.
- EXIT SIGNS
- PUT INTERCHANGE AT CUSTER.
- RESIDENTIAL ROADS BECOME ARTERIALS, WHICH PROMOTES SPEEDING & AGGRESSIVE DRIVING, A DANGEROUS SITUATION ALL AROUND.
- SIMPLE ACCESS TO THE INTERSTATE. PEOPLE LEAVING TOWN FROM THE VALLEY MUST FUNNEL INTO DISTANT INTERCHANGES, THUS ADDING TO THE CONGESTION OF IN-TOWN COMMUTERS.
- THE ADDITIONAL INTERCHANGES WOULD BE MORE OF A PROBLEM IF THERE IS AN ADDITIONAL PROBLEM.
- CUSTER SHOULD BE FULL INTERCHANGE.
- THE BIG PROBLEM IS THE TRAFFIC GOES TO THE CENTER & THEN OUT CAUSING BOTTLE NECKS ON ALL THE MAIN ROUTES.
- SAFETY, CONGESTION INCREASED POLLUTION.
- ACCESS IN GENERAL
- INCREASED TRAFFIC ON MONTANA AVE.
- TOO MUCH TRAFFIC ON MT AVE AND ALSO ON CEDAR STREET USING CEDAR EXCH AND MOVING NORTH ON MT AVE TO GO NO THRU VALLEY.
- NEED INTERCHANGE AT TARGET AREA.
- ACCESS TO HOMES.
- IF YOU ARE NORTH OF CEDAR YOU MUST DRIVE THROUGH TOWN TO GET TO UPPER EAST SIDE & CAPITOL AREA.
- CONGESTION AT 7AM TO 9AM AND AT 4PM TO 6PM WHICH COULD BE RELIEVED WITH INTERCHANGES AT MILL AND JOHN G MINE RDS TAKE FORESTVALE INTERCHANGE WILL NOT RELIEVE THE CONGESTION ENOUGH.
- TRAFFIC ON MONTANA AVE MUST BE REDUCED AS IT IS DANGEROUS.
- THE POPULATION IN THE NORTH VALLEY - TRAFFIC IS VERY HEAVY ON MONTANA AVE.
- DUE TO POPULATION DENSITY NORTH OF HELENA. LACK OF A NORTH INTERCHANGE CAUSES ADDED STRESS ON EXISTING ROADS AND INTERCHANGES.
- FORCES TRAFFIC ONTO MONTANA AVE SINCE I15 DOESN'T OFFER A CONVENIENT ACCESS TO THE VALLEY.
- MOVING TRAFFIC THROUGH CITY FROM EAST TO WEST.
- TRAFFIC ON MONTANA AVE BETWEEN LINCOLN RD AND PROSPECT. ESPECIALLY WITH RR CROSSING.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- TRAFFIC FROM EAST HELENA STACKS UP TO THE EXTENT THAT TRAFFIC EXITING I-15 HAD TROUBLE BLENDING INTO THE FLOW. INTERSECTIONS ARE BLOCKED.
- NEED QUICKER ACCESS TO AIRPORT WHEN SOUTHBOUND ON I-15. ALSO, NEED TO ADDRESS TRAFFIC CONGESTION ON N. MONTANA AVE BETWEEN SIERRA RD AND CUSTER AVE.
  
- TOO MUCH CONJECTION ON MONTANA AVE.
- EMERGENCY VEHICLES ACCESS/EGRESS IN VALLEY.
- HOME IS LOCATED IN FORESTVALE.
- IF THE FRONTAGE RD ON THE WEST SIDE OF I-15 WERE EXTENDED TO HELENA, ACCESS TO DRS & HOSPITAL WOULD BE EASIER.
- WE NEED TO ACCOMODATE BICYCLISTS AND PEDESTRIANS.
- TRAFFIC GETS BACKED UP ON CEDAR, BUT THAT SHOULD BE FIXED WHEN THE BRIDGE WORK IS DONE. STILL, IT WOULD BE GOOD TO HAVE ACCESS AT CUSTER.
- WE MUST HAVE BETTER WAY GETTING TO US I2 WEST AND TO EAST AND WEST OF I-15.
- EVEN THE TOWN OF CASCADE HAS TWO ACCESS/EGRESS SPOTS. WITH THE TRAFFIC VOLUME HELENA HAS TWO ACCESS/EGRESS LOCATIONS IS RIDICULOUS. GET ON THE BALL, GO - HURRY.
  
- THE RAILROAD CROSSING ON MONTANA BELOW HELENA AVE MUCH WAITING FOR THE TRAINS TO CROSS. HOLDS UP TRAFFIC.
- I-90 IN SOUTHERN MINOR INTERCHANGES, NO PROBLEM AT ALL. TOWN OF 35,000 MAJOR PLANT (HORMEL). MAYBE ANOTHER 50,000 PEOPLE IN AREA. I LIVED THERE. I KNOW. CLOSE TO TOWN & ROCHESTER MN.
- NO ACCESS TO MAJOR DEVELOPMENT FROM CEDAR TO TARGET STORES.
- ACCESS TO RESIDENTIAL, ADDS TO CONGESTION ON CEDAR, ACCESS TO AIRPORT, FROM NORTH.
  
- HARD TO GET HOME IN TIMELY MANNER - ADDITIONAL MILES DUE TO NO ACCESS.
- SHOULD BE AN INTERCHANGE AT OVERPASS AT CUSTER AVE.
- HOME
- ACCESS FROM MIDDLE OF VALLEY.
- RESONABLE SAFE ACCESS TO THE CAPITOL CITY DRIVER. LEGISLATIVE SESSION AND SPECIAL EVENTS.
- TOO MUCH CONGESTION IS THE MAJOR PROBLEM.
- ADDITIONAL INTERCHANGE AT FORESTVALE OR ANYWHERE ELSE WILL ADD TO EXISTING CONGESTION AT CAPITOL AND CEDAR EXCHANGES.
- CONGESTION ON MONTANA AVE IS HORRENDOUS & CREATES SAFETY PROBLEMS FROM IMPATIENT DRIVERS.
- TOO FAR TO TURN AROUND.
- TRAFFIC ON MONTANA AVE SINCE NO INTERCHANGE AT CUSTER.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- TRAFFIC FROM MAJOR SUBDIVISIONS ON MONTANA ARE FORCED THROUGH MONTANA/CUSTER & MONTANA/CEDAR INTERSECTIONS.
- CONGESTION AT CAPITOL/PROSPECT AVE INTERCHANGE.
- AN EXIT BETWEEN CEDAR ST. & LINCOLN RD.
- IF PEOPLE MISS EXIT, THEY HAVE TO TRAVEL ALL THE WAY DOWN BEFORE BEING ABLE TO GET TURNED AROUND.
- MONTANA AVE. IS VERY DANGEROUS BECAUSE EVERYONE IN THE VALLEY HAS TO USE IT INSTEAD OF INTERSTATE BECAUSE WE NEED AN INTERCHANGE AT FORESTVALE. PLEASE BUILD ONE.
- NEED INTERCHANGE AT CUSTER AVE., FORESTVALE IS TOO FAR OUT OF CONGESTED AREA. NEED INTERCHANGE BY HOSPITAL.
- MONTANA AVE. - SOMETHING NEEDS TO BE DONE TO RE-ROUTE TRAFFIC.
- THERE'S TOO MUCH TRAFFIC FUNNELING ON TO THE CAPITOL INTERCHANGE. THERE NEEDS TO BE I-15 ACCESS IN THE VICINITY OF BROADWAY TO RELIEVE PRESSURE.
- NOT ROUTING TRUCK TRAFFIC AWAY FROM CAPITOL INTERCHANGE.
- FORCES TOO MUCH TRAFFIC ONTO MONTANA AVE.
- SHOULD HAVE BETTER ACCESS OFF I-15 TO HOSPITAL. TWO GOOFY LIGHTS ON PROSPECT & 11TH AVE. BOTTLENECK SHOULD HAVE A DIRECT INTERCHANGE OF I-15 TO GET TO HOSPITAL. MAY MEAN A LIFE OR DEATH SITUATION.
- THERE IS A LOT OF PRESSURE ON MT. AVE. THAT COULD BE ALLEVIATED WITH ADDITIONAL INTERCHANGES IN THIS AREA.
- TRAFFIC EXITING AT CEDAR & TRAVELLING TO CUSTER IS INCREASING.
- LACK OF FRONTAGE ROADS THAT JOIN ACCESS TO PROSPECT FROM OFF OF I-15 IS TOO QUICK & TOO SHARP OF A TURN.
- EXIT NORTH TO GREAT FALLS.
- WE NEED A CUSTER EXIT.
- CONGESTION ON MONTANA AVE. NORTH OF CUSTER AVE.
- GETTING TO THE AIRPORT.
- MONTANA AVE. HAS A TRAFFIC PROBLEM THAT COULD BE RELIEVED IN PART BY ANOTHER INTERCHANGE IN THE HELENA VALLEY.
- I DO NOT TRAVEL MONTANA AVE., ONLY TO CROSS IT OR A FEW BLOCKS. NEVER AT BUSY TIMES.
- NEED ADDITIONAL INTERCHANGES AT BROADWAY & AT CUSTER.
- IN MY OPINION, THE REAL MAJOR PROBLEM OF THE I-15 CORRIDOR IS THE CONGESTION IT CAUSES ON OTHER STREETS BECAUSE OF LACK OF ENOUGH INTERCHANGES ON I-15. FOR INSTANCE, BECAUSE THERE ARE NO INTERCHANGES WITH CUSTER AVE. & I-15, PEOPLE TAKE WASHINGTON ST., WHICH GETS CONGESTED. BECAUSE OF THE CONGESTION ON WASHINGTON ST., A TRAFFIC LIGHT WAS INSTALLED & NOW A NE

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- NEED UNDERPASS ON BROADWAY AS CITY GROWS EAST.
- ACCESS TO MY HOME.
- NO ROOM FOR ERROR. TOO MUCH TRAFFIC FOR NUMBER OF INTERCHANGES.
- THE SAFETY OF GETTING ON & OFF THE RAMPS. ALSO, THE STOPPING BEFORE ENTERING.
- QUITE A BOTTLENECK ON N. MONTANA DUE TO NO ADDITIONAL INTERCHANGES.
- FORCES SB TRAFFIC TO USE FRONTAGE RD. OR MONTANA AVE. TO GET TO NORTH SIDE SHOPPING - WHERE MAJOR GROWTH IS.
- MONTANA AVE. IS OVERCROWDED, SLOW & EXTREMELY DANGEROUS. WHAT HAPPENED TO FORESTVALE EXIT?
- VALLEY & SOUTH RESIDENTIAL CONTINUE TO DEVELOP. RR CROSSINGS ARE A MAJOR CONCERN.
- THE MAIN PROBLEM IS ON MONTANA AVE., CEDAR, CUSTER & PROSPECT. AN INTERCHANGE FURTHER NORTH WOULD ELIMINATE SOME IN-TOWN TRAFFIC.
- TRAFFIC IS TOO HEAVY ESPECIALLY AT 7-9 AND 4-6 PM TO HANDLE ALL NEEDS.
- GREEN MEADOW ROAD AND NORTH MONTANA (NORTH OF CUSTER) MUST CARRY ADDITIONAL TRAFFIC THAT COULD BE HANDLED BETTER BY I-15 IF THERE WERE AN INTERCHANGE BETWEEN CEDAR AND LINCOLN ROADS.
- I THINK GROWTH IN VALLEY WILL REQUIRE ADDITIONAL I-15 ACCESS NORTH OF CEDAR IN NEAR FUTURE.
- EXCESS TRAFFIC ON MONTANA AVENUE.
- MONTANA AVENUE IS TOO CONGESTED & DANGEROUS. CARS TURNING LEFT INTO RESIDENTIAL AREAS CAUSE TRAFFIC BACKUPS & CARS GO AROUND VEHICLES USING THE ROAD SHOULDER.
- THE INTERCHANGE AT PROSPECT IS DANGEROUS GETTING OFF OF I-15!
- AS STATED ABOVE IT'S HARD TO TURN LEFT ON CEDAR TO THE INTERSTATE.
- READY ACCESS TO HELENA'S SOUTH SIDE RESIDENCES.
- ACCESS TO HOMES.
- ACCESS TO RESIDENTIAL AREAS.
- SHOULD BE AN EXIT TO CANYON FERRY ROAD.
- SAFETY FOR BIKERS & PEDESTRIANS.
- ACCESS TO DOWNTOWN HELENA IS LIMITED WITH ONLY CAPITOL/PROSPECT INTERCHANGE. A ROUTE TO DOWNTOWN IS NOT INDICATED BY SIGNS. ACCESS TO VALLEY RESIDENCES IS LIMITED BETWEEN CEDAR & LINCOLN ROAD INTERCHANGES.
- EVERYONE HAS TO USE CEDAR TO GET TO THE LARGE AREA (AND MANY PLACES) BETWEEN CEDAR & LINCOLN ROAD.
- MAJOR PROBLEM BECAUSE MONTANA AVENUE IS SO BAD.
- TRAFFIC ON MONTANA AVENUE IS BAD DURING BUSY HOURS OF THE DAY.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- AMBULANCE, POLICE, & FIRE DEPT. ACCESS.
- TOO MUCH TRAFFIC ON MONTANA AVENUE.
- THERE IS NO BYPASS FOR LARGE TRUCKS.
- TRAFFIC ON MONTANA AVENUE IS HEAVY FROM 7:00 TO 8:30PM & BETWEEN 4:00 AND 6:00PM.
  
- NEED A TRUCK ROUTE FROM I2 AROUND CITY TOWARDS MISSOULA.
- NEED TO PLAN FOR FUTURE GROWTH, NEED PLANS TO GET TRAFFIC THRU/AROUND HELENA.
  
- ONCE YOU GET INTO THE CITY FROM THESE INTERCHANGES, OTHER CONGESTION AND SAFETY PROBLEMS DEVELOPE.
- PEOPLE ARE USING MONTANA AVENUE INSTEAD OF THE I-15 CORRIDOR. THERE IS MORE ON MONTANA AVENUE THAN I-15. THAT IS BECAUSE THE ACCESS TO DOWNTOWN IS MORE CONVENIENT TO DEVELOP A SYSTEM SO AS TO MAKE I-15 MORE RECEPTIVE TO LOCAL TRAFFIC, YOU DO THIS BY BETTER DESIGNS & MORE INTERCHANGES.
- BETWEEN CEDAR & LINCOLN THERE IS A LACK OF ROADS CROSSING I-15. (THE SAME FOR MONTANA CITY TO CAPITOL INTERCHANGE)
- MY CONCERN WITH AN ADDITIONAL INTERCHANGE BETWEEN LINCOLN AND CEDAR IS THAT MORE CONGESTION WILL RESULT AT THE SOUTHBOUND INTERCHANGES.
- CONGESTION ON MONTANA AVENUE.
- NO DIRECT ACCESS TO EAST SIDE - HAVE TO GO INTO STREET BY ALBERTSON'S, CROSS 11TH - TO GET TO UPPER EASTSIDE. ALSO, NO ACCESS ACROSS I-15 TO LAND ACROSS FROM CITY LIMITS (SOUTH OF HWY 12). NEED INTERCHANGE AT BROADWAY ON WINNIE STREET AREA. NEED ACCESS TO HOMES IN VALLEY.
- NEED A WAY TO CONNECT HWY 12 WEST OF DOWNTOWN WITH I-15 & HWY 12 WITHOUT ALL TRAFFIC GOING THRU TOWN!
- RESIDENCE ACCESS.
- ADDITIONAL TRAFFIC (CONGESTION) ON NORTH MONTANA (S-229), EAST HELENA - MONTANA CITY (S-518), AND CROSSING ROUTES.
- TOO MUCH TRAFFIC, THE ONLY INTERCHANGE WITH PEOPLE WHO ARE NEEDING ACCESS ELSEWHERE.
- HEAVY TRAFFIC ON NORTH MONTANA AVENUE NORTH & SOUTHBOUND BETWEEN 3:00 & 6:30PM.
  
- LACK OF GENERAL ACCESS TO NORTH HELENA.
- NEED INTERCHANGE AT BROADWAY AND AT SIERRA ROAD.
- LACK OF ACCESS ON I-15 CREATES PROBLEMS ON MONTANA AVE.
- CAUSES CONGESTION ON EXISTING ONES.
- PILE UP OF TRAFFIC.
- MONTANA AVE GETS VERY CROWDED BECAUSE ANOTHER INTERCHANGE IS NECESSARY.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- MONTANA AVE - EXCESSIVE RUSH HOUR TRAFFIC. INTERCHANGE AT FORESTVALE WOULD BE GREAT & WOULD HELP EMERGENCY VEHICLES ACCESS MID-VALLEY AREA.
- MONTANA AVE & GREEN MEADOW ARE VERY BUSY. NEED NEW INTERCHANGE AT SIERRA OR FORESTVALE.
- NO TURN-AROUNDS IN THE MEDIAN. HAVE TO GO OUT OF THE WAY TO GET BACK ON TRACK.
- A LOT OF TRAFFIC USES MAJOR ARTERIALS RATHER THAN INTERSTATE. MORE INTERCHANGES MIGHT REDUCE THIS.
- CONGESTION ON MONTANA AVE & FRONTAGE RD.
- NO ACCESS TO HOSPITAL & EAST SIDE HOMES FROM INTERSTATE.
- TRAFFIC CONGESTION
- THE TRAFFIC LOAD IS JUST INCREASING ON CITY & COUNTY ROADWAYS.
- ACCESS TO HOMES.
- CONGESTION ON MONTANA AVE.
- NOT ENOUGH TRAFFIC
- ACCESS TO OUTLYING AREAS JUST NORTH OF HELENA CITY LIMITS.
- BASICALLY, TO GET FROM THE SOUTH SIDE OF HELENA TO THE NORTH SIDE -- I-15 IS NO HELP.
- SHOULD HAVE INTERCHANGE ON CUSTER AVE TO HELP CONGESTION ON MONTANA AVE & TO ACCESS THE MANY BUSINESSES & BUILDING EXPANSION IN THAT AREA (SKELTON AREA).
- MAKES N MONTANA A NIGHTMARE.
- THERE IS NO WAY TO AVOID HEAVY CITY TRAFFIC. THERE NEED TO BE MORE ALTERNATE ROUTES.
- TOO MUCH CONGESTION ON MONTANA AVE. B: NO ROOM FOR ANOTHER INTERCHANGE IN THIS AREA.
- A BROADWAY OVERPASS (NOT AN INTERCHANGE) IS NEEDED AS SOON AS POSSIBLE. IT WOULD SOLVE MANY PROBLEMS.
- MONTANA ST PAST CUSTER IS TOO HEAVILY CONGESTED. NEED TO OFFLOAD TRAFFIC OVER TO I-15.
- I THINK HAVING ADDITIONAL INTERCHANGES BETWEEN CEDAR & LINCOLN RD WILL EASE TRAFFIC CONDITIONS THROUGHOUT HELENA ALTOGETHER.
- TOO MUCH TRAFFIC ON MONTANA AVE SOUTH OF CEDAR ST.
- EAST-WEST BYPASS.
- NEED INTERCHANGE AT SHOPKO.
- TOO MANY CARS AT A SINGLE POINT DURING ANY TIME OF THE DAY OR NIGHT. ALSO, IT PUTS TOO MUCH PRESSURE ON N MONTANA AVE.



**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- TRAFFIC GETS FUNNELED TO ALBERTSON'S & 11TH & MCDONALD'S/COUNTY MARKET INTERSECTIONS IN ATTEMPTS TO GET INTO WORK.
- PLACES HEAVY TRAFFIC ON MONTANA & GREEN MEADOW AT PEAK TRAFFIC HOURS.
- INCREASED SURFACE ROAD TRAFFIC.
- CONGESTION ON CAPITOL/PROSPECT EXITS
- WHEN THERE IS CONSTRUCTION WORK WHICH IS CONSTANT OR ACCIDENT, NEED TO BE DIVERTED A LONG WAY AROUND DUE TO LACK OF ADDITIONAL INTERCHANGES/EXITS/ENTRANCES OFF ROADWAY.
- MAJOR CONGESTION ON MONT AVE BETWEEN SIERRA RD & CEDAR EVEN WITH 3 LANES.
- MONT. AVE IS WAY TOO CONGESTED ALL DAY LONG BECAUSE THERE ARE NO EXITS FOR PEOPLE TO ACCESS BUSINESSES. THEY ALL HAVE TO USE MONT. AVE.
- TOO MUCH CONGESTION ON MONTANA AVE.
- ACCESS TO I-15 FROM & TO NEIGHBORHOOD AREAS OF MONT. AVE FOR DISTANCE TRAVEL & CONGESTION ON MONT. AVE AT PEAK TIMES.
- IT CAUSES CONGESTION ON MONTANA AVE.
- TOO MUCH TRAFFIC ON MONTANA AVE AM & PM.
- MONTANA AVE HAS BECOME CROWDED AND DANGEROUS BECAUSE OF HEAVY TRAFFIC. THE REAL PROBLEM IS MONTANA AVE AND NOT I-15.
- IT JUST SEEMS THAT ALL THE BUSINESS OFF OF CUSTER DESERVES AN INTERCHANGE.
- HAVE TO DRIVE SEVERAL MILES MORE.
- CUSTER AVE AND SIERRA RD SHOULD HAVE ACCESS TO INTERSTATE. ESPECIALLY CUSTER AVE.
  
- I LIVE ABOUT 5 EAST OF HELENA OFF YORK RD. TO GO NORTH ON I-15 IT IS SHORTEST TO GO TO LAKE HELENA & WEST TO I-15 EXCHANGE.
- READILY AVAILABLE ACCESS TO THE MID-VALLEY AREA.
- VALLEY TRAFFIC IS BOTTLENECKED ONTO MONTANA AVE.
- TRAFFIC ON MONTANA IS HORRIBLE EVEN ON A GOO DAY. CUSTER AVE INTERCHANGE MAY HELP THAT CONSIDERABLY.
- THERE ABSOLUTELY SHOULD BE AN INTERCHANGE AT FORK RD. THE CURRENT SITUATION IS DANGEROUS (CURRENT YORK OVERPASS) INCONVENIENT AND MARGINAL.
- GETTING ON I-15 AND GOING NORTH.
- FIRE TRUCK ACCESS & EGRESS
- ACCESS TO I-15 NORTH (IE: LINCOLN RD, GREAT FALLS, MISSOULA RIVER).
- ACCESS VIA CUSTER AVE INTERCHANGE MAY BE USEFUL.
- 11TH PROSPECT OVERLOADED IN PEAK DRIVE TIMES. NOT DOING FORESTVALE IS FOOLISH, N MONTANA IS A DEATH TRAP W/DRIVE WAYS. WHO WILL DIE NEXT?

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- RESTRICTED ACCESS TO NORTH VALLEY SHOPPING & AIRPORT.
- CONGESTION ON N MONTANA AVE WHEN GETTING BEHIND A SCHOOL BUS WITH A LOT OF STOPS.
- THERE IS CONGESTION ON THE OTHER STREETS LEADING INTO THE CITY THAT NEED ADDRESSING THAT LEADS TO MORE ACCIDENTS ON THOSE STREETS.
- THERE SHOULD BE ANOTHER INTERCHANGE BETWEEN CEDAR & LINCOLN RD.
- TRAFFIC LOAD ON & OFF THRU ONLY 2 INTERCHANGES & THE CITY STREET LAYOUT & TRUCKING.
- RUSH HOUR IS THE TIME OF CONGESTIVE DRIVING. 8AM-9AM AND 4PM-6PM.
- NEED TO RELIEVE TRAFFIC ON MONT AVE & FRONTAGE RD.
- NEED INTERCHANGE AT CUSTER & SIERRA.
- ACCESS TO HWY 12 WEST IS CONFUSING AND CONGESTED.
- AN ADDITIONAL INTERCHANGE AT CUSTER MIGHT TAKE TRAFFIC OFF MONTANA AVE.
- CONGESTION ON SIDE STREETS, LIMITED ROUTES TO GET PLACES LIKE CUSTER/MONT AVE BUSINESS, FUNNEL EFFECT.
- CONGESTION AT CAPITOL/PROSPECT.
- SO MUCH GROWTH IN THE VALLEY, NEED AN INTERCHANGE THAT WOULD TAKE YOU DIRECTLY INTO THE SHOPKO, TARGET, ALBERTSONS AREA.
- FRIENDS WHO LIVE THERE.
- TRAFFIC CONGESTION ON NORTH MONTANA AVE FOR VALLEY RESIDENTS TRYING TO PROCEED SOUTH INTO TOWN OR NORTH TO HOME.
- CONGESTION ON MONTANA AVE - NEEDS TO HAVE EASY ACCESS TO FREEWAY AT CUSTER AVE.
  
- HAVING A MID-VALLEY INTERCHANGE WILL HELP CONGESTION ON MONT AVE.
- MAJOR CONGESTION ON MONT AVE & CEDAR ST EXITING I-15.
- ADDITIONAL INTERCHANGE AT ANOTHER LOCATION MIGHT FREE UP TRAFFIC & SPREAD IT OUT. MAKE IT RUN SMOOTHER.
- FIRE & SHERIFF'S ACCESS TIME IS POOR & NOT THEIR FAULT.
- ACCESS TO HOME
- TOO FAR BETWEEN EXITS.
- OVERWORKING OF EXISTING INTERCHANGES
- MONTANA AVE IS TOO CONGESTED NORTH OF CEDAR.
- CONVENIENCE, REDUCING CONGESTION AT OTHER PARTS OF TRAFFIC FLOW (CEDAR/MONTANA AVE: MAIN/LYNDALE).
- ACCESS TO RESIDENCES AND BUSINESSES AT CUSTER AVE & SIERRA ROADS.
- LACK OF INTERCHANGE AT CUSTER MEANS TRAFFIC IS CONGESTED ON MONTANA AVE.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- SHOULD BE AN INTERCHANGE AT CUSTER FROM CEDAR & CAPITOL.
- THERE REALLY OUGHT TO BE INTERCHANGES AT BROADWAY & CUSTER BECAUSE SO MANY PEOPLE USE THE BUSINESSES & SERVICES THERE.
- LIMITED EXIT CHOICES FORCES OTHER ROUTES.
- IF ON & OFF RAMPS WERE INSTALLED AT COUNTY RD 282 OVERPASS, ADDITIONAL ROUTES WOULD BE AVAILABLE.
- INSTEAD OF MAKING A MESS OF THE CEDAR STREET INTERCHANGE, THE MONEY SHOULD HAVE BEEN USED TO MAKE CUSTER AVE AN INTERCHANGE. THIS MAKES MORE SENSE THAN THE FORESTVALE PROPOSAL.
- LONG LINES AT STOP SIGNS. CEDAR STREET INTERCHANGE - NO LIGHTS, LONG LINES COMING FROM LINCOLN.
- IF THERE WAS ANOTHER EXIT BETWEEN CEDAR & LINCOLN RD, IT WOULD TAKE SOME OF THE CONGESTION OFF OF MONTANA AVE.
- THE MOST PRACTICAL WAY WOULD BE TO BUILD ON & OFF RAMPS AT SIERRA RD OVERPASS TO RELIEVE CONGESTION ON MONTANA AVE.
- ADDITIONAL INTERCHANGES WOULD HELP ALLEVIATE SOME CONGESTION IN THE CITY.
- WOULD USE I-15 TO GET TO FRIENDS IN VALLEY INSTEAD OF MONTANA AVE NORTH.
- CONGESTION ON MONTANA AVE.
- TOO MUCH TRAFFIC TRYING TO USE ONE OFF/ON RAMP.
- FORCES TOO MUCH TRAFFIC ONTO N MONTANA.
- WEST VALLEY FIRE DEPARTMENT HAS TO GO TO SIERRA RD TO GO UNDER THE INTERSTATE, TAKING WAY TOO MUCH TIME.
- HARDER TO GET TO WORK & SHOP & GO TO SCHOOL & CHURCH ALL AROUND TOWN. AN EXIT AT SIERRA RD COULD HELP ALLEVIATE A LOT OF TRAFFIC PROBLEMS.
- ALL THE WORK GOING ON.
- SAFETY ISSUES, CROSSING LANES OF TRAFFIC, SHORT RAMPS, TIGHT CURVES, ENTRANCES, EXITS CROSSING EACH OTHER.
- ENTRANCES & EXITS ARE TOO CLOSE TOGETHER. CARS ENTERING DO NOT YIELD - OFTEN HAVE TO BYPASS CAPITOL EXIT TO CEDAR BECAUSE CARS ENTERING I-15 REFUSE TO YIELD SO I CAN USE CAPITOL EXIT, CEDAR EXIT. AT TIMES, CARS ARE BACKED UP ALMOST TO HIGHWAY.
- BOTTLENECKS AT PEAK TRAFFIC HOURS.
- TOO MUCH TRAFFIC ON MONTANA AVENUE & GREEN MEADOW. TOO MANY TRAFFIC LIGHTS AND MONTANA AVENUE RAILROAD CROSSING.
- TAXPAYER MONEY WAS SPENT TO PUT IN AN INTERCHANGE LOCATION - PEOPLE BUILT AROUND & NOW DON'T WANT IT IN THEIR BACKYARD -- IF THEY DIDN'T KNOW BEFORE THEY MOVED IN OR BUILT A SCHOOL THEY SHOULD HAVE LOOKED BETTER AT THEIR CHOSEN SITE. NOT MOVE IN AND THEN REQUIRE AREA TO CHANGE FOR THEM.

**Question: 6 What other problems are there in not having additional interchanges?**

**Comment**

- WOULD RELIEVE (REDUCE) NORTH-SOUTH TRAFFIC GOING THROUGH RESIDENTIAL NEIGHBORHOODS AND SCHOOLS. IMPROVE SAFETY ON MONTANA & GREEN MEADOW.
- GET TRAFFIC OFF MONTANA AVENUE.
- AN ADDITIONAL INTERCHANGE BETWEEN CEDAR & LINCOLN WOULD ALLEVIATE A LOT OF TRAFFIC ON MONTANA AVENUE.
- THE PRESENT SYSTEM PUTS TOO MUCH TRAFFIC ON MONTANA AVENUE.
- NO DECENT PAVED FRONTAGE ROAD TO THE SOUTH AND MONTANA AVENUE TO NORTH IS OVER CONGESTED AND SHOULD HAVE BEEN 4 LANED YEARS AGO.
- I LIVE BETWEEN CEDAR & LINCOLN ROAD.
- CONGESTION OF NORTH/SOUTH TRAFFIC MERGING WITH. BETTER ACCESS TO ACQUAINTANCES LIVING IN HELENA VALLEY AREA. EAST/WEST TRAFFIC.
- NO ACCESS CLOSE TO WHERE I LIVE.
- TERRIBLE CONGESTION ON NORTH MONTANA AVENUE.
- CONGESTION AND SAFETY ON NORTH MONTANA AVENUE.
- HAVING TO TRAVEL 1 MILE NORTH OR 10 MILES SOUTH TO GET ON I-15 FROM OUR HOUSE ON GREEN MEADOW.
- ACCESS TO AIRPORT VIA CUSTER. ALSO MORE LIKELY TO HAVE MOTELS OUT ON CUSTER FOR USE BY AIRPORT USERS.
- TRAVEL BECOMES CONGESTED IN OTHER AREAS LIKE CUSTER & MONTANA.
- WEST VALLEY FIRE DEPARTMENT'S RESPONSE TIME TO EMERGENCIES DELAYED BY ACCESS TO INTERSTATE.
- MAKES HEAVIER TRAFFIC ON MONTANA AVENUE WHICH IS OVER-USED.
- THE PROBLEM IS SIMPLY THERE IS NOT ONE!
- ACCESS OF VALLEY RESIDENTS TO ALL SERVICES & CITY.
- VALLEY TRAFFIC COMMUTES ON MONTANA AVENUE WHICH IS CONGESTED.
- THE HEAVY TRAFFIC LEAD ON MONTANA AVENUE EVERY DAY.
- TOO MUCH CONGESTION ON MONTANA AVENUE THAT COULD BE MORE SAFELY & EFFICIENTLY ROUTED ON THE INTERSTATE.
- TRAFFIC FROM CANYON CREEK. WEST VALLEY. EAST VALLEY. CANYON FERRY AND YORK NEED ACCESS AT CANYON FERRY ROAD AND CUSTER AVENUE. AN INTERCHANGE IS NEEDED SOUTH OF CAPITOL INTERCHANGE FOR PEOPLE GOING THE CAPITOL AREA AND HOSPITAL AREA.
- MAJOR CONGESTION AT ALL OF THE ABOVE. NOT GOOD TRAFFIC FLOW ONCE YOU GET OFF OF I-15.
- CAUSES MAJOR CONGESTION NORTH MONTANA AVENUE.
- NO ACCESS TO EAST HELENA WITHOUT GOING DOWN 11TH AVENUE. CONGESTS INTERSECTIONS BEFORE EXITS TO I-15.

**Question: 6** What other problems are there in not having additional interchanges?

**Comment**

-- CONGESTION ON NORTH MONTANA AVENUE.

**Question: 16 Other ways of hearing of the new study being implemented for I-15**

**Comment**

- MDT
- WORK FOR DOT.
- I WORK FOR MDT
- POSTCARD SENT TO US.
- YOU MAILED ME A POSTCARD.
- WORK
- RESIDENTS OF PROPOSED INTERCHANGE.
- MAIL FROM YOU.
- LETTER SENT TO MY HOME 2 MONTHS AGO.
- WORK.
- WORKING WITH MDT PERSONNEL
- MAIL FLYER
- RECEIVED INFORMATION IN THE MAIL.
- OFFICE MEETINGS
- LAWSUIT BY PLAN HELENA & MEIC
- WORK
- POSTCARD
- YOU SENT ME A CARD TO EXPECT THE SURVEY
- MAIL NEWSLETTER
- THE I-15 INTERCHANGE (EITHER FORESTVALE OR SIERRA) HAS BEEN NEEDED & POSTPONED FOR OVER 15 YRS. MONT AVE NEEDS SOME RELIEF.
- RECEIVED THINGS IN THE MAIL
- PREVIOUS MAILINGS.
- MAIL
- PHONE CALLS
- BROCHURE IN THE MAIL.
- MDOT.
- POSSIBLE FORESTVALE INTERCHANGE.
- MONTANA ENVIRONMENTAL INFORMATION CENTER
- FLYERS/NOTICES
- LETTER ANNOUNCING I WOULD BE GETTING A SURVEY.
- FLYER/MAILER

**Question: 16 Other ways of hearing of the new study being implemented for I-15**

**Comment**

- LETTERS
- PAST PARTICIPATION ON HELENA CITIZENS COUNCIL.
- AT WORK
- WARNING IN MAIL OF SURVEY
- WORK AT MDOT.
- RECEIVED NOTICE IN THE MAIL.
- MAILING RECEIVED AT WORK.

**Question: 17 Other ways of being informed about matters related to the study of the I-15 Corridor**

**Comment**

- NOTIFIED BY MAIL.
- TV NEWS.
- MAILINGS LIKE THIS IF NOT PROHIBITIVE IN COST.
- DON'T SPEND GOOD MONEY ON ADVERTISING - NEWS RELEASES SHOULD COVER IT.
- PROPERTY TAX BILLING
- REVIEW DOCUMENTS IF NEEDED.
- E-MAIL
- DON'T NEED TO BE INFORMED
- E-MAIL UPDATES.
- MAIL.
- PUBLIC RADIO.
- MAILINGS, BILLBOARDS NEAR AFFECTED AREA.
- DON'T CARE/DON'T WASTE OUR MONEY.
- A WEBSITE WHICH, UNLIKE THE ONE YOU HAVE, HAS SOME MEANING FOR INFORMATION.
- E-MAIL LIST
- E-MAIL
- FLYERS DISTRIBUTED IN STORES OR ON BULLETIN BOARDS IN CONVENIENT LOCATIONS.
- DIRECT MAILINGS TO RESIDENTS
- ABSOLUTELY ANY AND ALL WAYS YO UCAN - KEEP US ALL INFORMED.
- MAILING IF AN INTERESTED PARTY LIST IS DEVELOPED.
- PUBLIC MEETINGS AT BUSINESSES - FORUMS FOR EMPLOYEES
- I DON'T SUBSCRIBE TO THE NEWSPAPER OR SEE LOCAL TV.
- AS I HAVE USED THAT ROAD ONLY ONCE IN 3YRS I HAVE NO INTEREST.
- FOLLOW UP MAIL TO REPORT SURVEY RESULTS.
- CHEAPEST WAY POSSIBLE.
- TV NEWS PROGRAMS.



**Question: 18 Other ways to be involved in providing additional feedback about the study as it progresses**

**Comment**

- NOT BIG USER. YOU NEED MORE OF THEIR INPUT.
- INVOLVEMENT ON A TRANSPORTATION ADVISORY COMMITTEE.
- IF I HAVE CONCERNS, I WOULD INVOLVE MYSELF.
- I'M SURE THAT WE AT TREASURE STATE TRANSIT, MY EMPLOYER, COULD OFFER SOME CONSTRUCTIVE INPUT & CRITICISM TO YOUR PROPOSAL ENDEAVORS.
- WILL BE OUT OF TOWN FOR WINTER.
- SURVEY LIKE THIS
- BEING INTERESTED - WORD-OF-MOUTH.
- NEWSPAPER.
- WANT TO BE UPDATED ON PROGRESS.
- SURVEYS LIKE THIS ONE.
- SURVEYS LIKE THIS ARE FINE.
- JUST PUT IN MORE INTERCHANGES.
- VIA NEWSLETTERS SUCH AS THIS ONE.
- FOLLOW-UP RESULTS.
- QUESTIONNAIRE
- SEE DETAILED PLANS OF NEW EXITS & ON RAMPS BECAUSE SUITS & YUPPIES MAKE REALLY STUPID MISTAKE IE EXITS TOWNSEND AND CAPITOL.
- CONTINUOUS SURVEYS LIKE THIS
- BY LETTER SAME AS THIS
- SURVEY
- DON'T KNOW IF I'LL BE LIVING HERE IN 6 MOS.
- TAKE IT TO THE VOTE.
- I'M TOO OLD.
- ADDITIONAL SURVEYS.
- I THINK THE PROJECT IS ADEQUATELY WATCHDOGGED.
- QUESTIONNAIRES LIKE THIS ONE.
- DO NOT BELIEVE THAT PUBLIC WOULD BE LISTENED TO ANYWAY. THIS CITY HAS DICTATORSHIP OF CAPITOL PEOPLE & CITY & COUNTY COMMISSIONERS.
- QUESTION BY NEWSLETTER SUCH AS THIS ONE.
- SIMILAR SURVEYS.
- OPPORTUNITY TO PROVIDE INPUT VIA MAIL - QUESTIONNAIRES, ETC.
- SURVEYS

**Question: 18 Other ways to be involved in providing additional feedback about the study as it progresses**

**Comment**

- I WOULD LIKE TO BE DIRECTLY INVOLVED.
- DIRECT MAILINGS LIKE THIS SURVEY.
- RESPONDING TO SURVEY BY MAIL.
- SURVEYS
- I JUST DON'T DRIVE OUT OF TOWN.
- HELP GATHER INFORMATION & OPINIONS. HAVE A GROUP OF 8 OR 10 PEOPLE THAT I COULD CONTACT & PASS REACTIONS OR INFORMATION ON TO STUDY GROUP.
- TALKING IN PERSON TO PROJECT DESIGNERS.
- SURVEYS.
- SIGNATURES OF SUPPORT.
- DO THEY REALLY LISTEN TO US?

**Question: 19 Other concerns about the implementation of transportation projects on I-15**

**Comment**

- CONTRACTORS NEED TO BE HELD TO A MORE TIMELY COMPLETION OF PROJECTS. I FEEL THEY PROGRESS AS THEY SEE FIT TO KEEP WORKERS WITH JOBS.
- LET'S TAKE SOME ACTION & QUIT STUDYING THIS TO DEATH.
- IT WILL IMPROVE TRAFFIC FLOW ON MONTANA AVE.
- EVERYBODY WILL BE WISHY-WASHY & NOTHING WILL BE DONE AGAIN!!
- IT MUST BE DONE. THE STATE CAPITOL HAS ONLY 2 INTERCHANGES. PERHAPS WHAT WE NEED IS AN INTERSTATE AROUND TOWN TO THE WEST SIDE. MILES CITY HAS 4 INTERCHANGES.
  
- WILL CONSIDERATION FOR HWY 12 THROUGH THE CORRIDOR BE CONSIDERED?
- INTERCHANGE BETWEEN LINCOLN & CEDAR.
- THEY WILL CONTINUE DISCUSSING & REDISCUSSING & BEING DELAYED AS USUAL.
- OPEN UP CITY FOR GROWTH & CONVENIENCE.
- THE NEPA PROCESS WILL TAKE TOO LONG BECAUE OF POLITICAL ISSUES RATHER THAN PUBLIC SUPPORT.
- NO. 1 CHOICE - CUSTER. NO. 2 CHOICE - FORESTVALE.
- DEPEND ON WHAT IS DONE.
- COULD ADVERSELY AFFECT SOME RESIDENTIAL AREAS.
- IT WILL INCREASE TRAFFIC IN RESIDENTIAL AREAS.
- INTERCHANGE AT FORESTVALE WILL BE BUILT INSTEAD OF CUSTER WHERE IT IS NEEDED.
- MONEY SPENT ON THIS SURVEY COULD HAVE BEEN USED FOR ROAD CONSTRUCTION.
- TOO MUCH POLITICS BY CITY OFFICIALS & STATE.
- WE SHOULD BE LOOKING AT A NON-STOP THRU STREET FOR HWY 12 TO ALLEVIATE TRAFFIC PROBLEMS IN THE CITY.
- THAT WE'LL BE GETTING ANOTHER SURVEY LIKE THIS IN 10 YEARS.
- ANY IMPROVEMENT WON'T BE MADE BY SUGGESTIONS FROM THE PEOPLE THAT USE THIS CORRIDOR. THE PROJECT WILL DEPEND ON THE BIG SHOTS' DESIRES & HOW THEY WILL PROFIT. THEY WILL GO WITH THE MOST EXPENSIVE, WASTEFUL PROJECT POSSIBLE. THESE PEOPLE HAVE NO COMMON SENSE.
- NIMBYISM WILL PREVENT APPROPRIATE PROJECTS FROM BEING SELECTED & IMPLEMENTED.
  
- I AM CONCERNED THAT THE RESULTING BUSINESS GROWTH WILL NOT BE CONSISTENT WITH A DYNAMIC COMMUNITY CENTER & THAT THIS WILL ERODE DOWNTOWN COMMERCE.
  
- MAY CREATE OR INCREASE TRAFFIC PROBLEMS ON OTHER CITY STREETS OR COUNTY ROADS.
  
- IT WILL NOT BE FULLY INTEGRATED OR DESIGNED WITH TRAFFIC PATTERNS AS A WHOLE IN & AROUND HELENA, I.E., SOLVING ONE PROBLEM ALONG I-15 MAY CREATE ANOTHER PROBLEM ELSEWHERE.

**Question: 19 Other concerns about the implementation of transportation projects on I-15**

**Comment**

- BY PLACING INTERCHANGES THROUGH RESIDENTIAL AREAS OF HELENA. WE WILL DEGRADE THE CITY QUALITY OF LIFE & DRIVE MORE PEOPLE TO LIVE OUT OF THE CITY.
- THE IMPACT TO LOCAL RESIDENTS WILL BE WORSE THAN PREDICTED.
- WE NEED MORE EXITS & ENTRANCES TO MOVE TRAFFIC OFF MONTANA. OPPONENTS (EIC) WILL CONTINUE TO RAISE LEGAL ISSUES. NOTHING WILL HAPPEN.
- I COULD LIVE WITH CONSTRUCTION TO IMPROVE TRAFFIC QUALITY.
- QUESTIONNAIRE SEEMS GEARED TO MONTANA CITY.
- SOMETHING HAS TO BE DONE WITH PROSPECT & 11TH.
- NEED TO LOOK AT ALL COSTS - WEST & NORTH/SIDE ARTERIES TOGETHER NOT JUST I-15 IN A VACUUM.
- PUT ON & OFF RAMPS ON EXISTING OVERPASS AT SOUTH HILLS OVERPASS TO MAKE IT AN INTERCHANGE - EXCELLENT LOCATION.
- CONSTRUCTION GOING ON DURING TRAVEL TIMES - 7-8 A.M. & 5-6 P.M.
- IMPORTANT TO IMPROVE TRAFFIC FLOW & ACCOMMODATE POPULATION GROWTH.
- GROWTH WILL COME - IT'S A MATTER OF PLANNING TO MAKE IT BEARABLE OR JUST ANOTHER CALIFORNIA-STYLE STRIP MALL MESS. CONGESTED MESS. PLAN IT RIGHT & IT COULD BE REALLY NICE.
- INCREASED TRAFFIC IN RESIDENTIAL NEIGHBORHOODS.
- GET WHAT'S NEEDED TO BE IMPLEMENTED.
- COST WAY TOO MUCH!
- I'M WORRIED THAT IT WILL MEAN MORE TRAFFIC, NOT LESS, WHERE I LIVE.
- IT WILL IGNORE FOOT, BICYCLE & ENVIRONMENTALLY-FRIENDLY MODES OF TRANSPORTATION.
  
- WE NEED IMPROVEMENTS.
- THE VALLEY WILL BE SHAFTED AGAIN.
- IT WILL USE AN EXCESSIVE AMOUNT OF MONEY WITH LIMITED BENEFITS.
- EASY FOR VEHICLES FROM INTERSTATE TO GET ACCESS TO ROSSITER SCHOOL. PUTTING CHILDREN IN SOME RISK.
- MUST HAVE INTERCHANGES AT SIERRA, CUSTER & AN OFFRAMP AT COLONIAL.
- IT HAS TO BE DONE SOMETIME. WHY NOT SOON?
- NEED TO KEEP UP GROWTH.
- I WELCOME IMPROVEMENT.
- WIDENING MONTANA AVE. IS NEEDED MORE. PUT IN A TURNING LANE FROM LINCOLN ST. THROUGH TO 11TH ST.
- TRUCK ROUTE DEVELOPING.
- THE NEED IS THERE, JUST DO IT.

**Question: 19 Other concerns about the implementation of transportation projects on I-15**

**Comment**

- PEOPLE OUTSIDE THE AFFECTED AREA MAKING THE DECISIONS.
- SAFE ACCESS & TRAVEL FOR VALLEY RESIDENTS INTO TOWN.
- INCREASED PROPERTY TAXES.
- COUNTY AND CITY POLITICS MIGHT INTERFERE WITH THE BEST SOLUTIONS OF NEW INTERCHANGES - LOCATIONS.
- IMPROVEMENTS NEED TO BE COMPATIBLE W/PROPERTY DEVELOPMENT TRENDS & NEEDS.
  
- RELIEVE TRAFFIC ON MONTANA AVE IF WE HAD AN EXIT NORTH OF CEDAR STREET INTERCHANGE. VALLEY PEOPLE WOULD USE I-15 MORE.
- BUILD AN INTERCHANGE AT SIERRA RD. CONVERT ROSSITER SCHOOL TO ST OFFICES & BUILD A NEW SCHOOL FOR THE VALLEY RESIDENTS.
- IN LONG RUN IT RELIEVES TRAFFIC ON MONTANA AVE.
- I'M CONCERNED ABOUT ROUTING SIGNIFICANT TRAFFIC THROUGH RESIDENTIAL NEIGHBORHOODS.
- NEED TO BE DONE, WHAT WILL IT COST, PROPERTY TAXES.
- IF NO INTERCHANGE IS INSTALLED AT CUSTER & I-15 IT WOULD BE A CRITICAL MISTAKE.
- I-15 TRAFFIC NOT A PROB, HELENA TRANSPORTATION INFRASTRUCTURE IS WHAT NEEDS TO BE ADDRESSED AROUND EXISTING INTERCHANGES. NEW INTERCHANGES WOULD ADD TO NOT ALLEVIATE CONGESTION PROBLEMS.
- COST VS VALUE
- I FEEL YOU ARE INTELLIGENT, CARING & WILL DO A GREAT JOB.
- BIKE & PEDS NEEDS.
- GET EIC OUT OF LOOP.
- SIMPLY, WE NEED TO USE FEWER MOTORIZED VEHICLES.
- WE NEED IMPROVED TRANSPORTATION. THE LEADERS IN OUR COMMUNITY HAVE BEEN MORE CONCERNED WITH PLANTING TREES INSTEAD OF PLANNING FOR GROWTH AND SAFE TRANSPORTATION.
- POOR PLANNING
- IMPROVE SAFETY & TRAFFIC FLOW BEFORE CONGESTION BECOMES MORE OF A PROBLEM.
- THE DECISION IS ALREADY IN BUT INTERCHANGES AT CUSTER & SIERRA ARE NEEDED BADLY WITH ONE IN BETWEEN.
- ENVIRONMENTALIST INVOLVEMENT - THEY ALREADY RUINED THE FORESTVALE INTERCHANGE & THE SIERRA INTERCHANGE.
- WE COULD NOT GET THE FORESTVALE PROJECT. WHAT MAKES YOU THINK WE CAN GET THE CORRIDOR.
- NEED TO MAKE MONTANA AVE 4 LANE THE WAY TO LINCOLN RD.
- WILL COST TOO MUCH

**Question: 19 Other concerns about the implementation of transportation projects on I-15**

**Comment**

- HOW MUCH WILL IT COST ME PERSONALLY - IN TAXES OR WHATEVER.
- THERE IS VERY LITTLE THAT ISN'T MOVED BY TRUCK. GET IN ONE & DRIVE AROUND & THROUGH TOWN, VERY (BAD).
- COULD IMPACT BROADWAY WHICH ALREADY HAS HEAVY TRAFFIC.
- IF DONE CORRECTLY IT WILL EASE TRAFFIC FLOW.
- SOMEONE WILL ALWAYS BITCH & COMPLAIN BUT THE INTERCHANGES ARE NEEDED FOR THE GROWING HELENA MT CITY - LINCOLN AREAS.
- DOT WILL NOT LISTEN TO COMMUNITY CONCERNS AND WILL CONTINUE TO IGNORE PEDESTRIAN SAFETY ON PROSPECT AVE OVERPASS.
- SIGHT DISTANCE BECAUSE OF GUARD RAIL & BRIDGE RAIL.
- NO DECISIONS WILL BE MADE - CONTINUALLY SPENDING MONEY ON EXPENSIVE STUDIES AND BOUNCING FROM ONE AREA TO ANOTHER -DEPENDING ON WHO IT WILL BENEFIT.
- DISRUPTIONS NEAR EXISTING NEIGHBORHOODS.
- SPECIAL INTERESTS SCREW THINGS UP.
- LONG-TERM GROWTH, PLANNING IS VERY NECESSARY.
- IT WILL NOT BE DONE IN CONJUNCTION WITH A NW BYPASS PLAN.
- MAY RAISE TAXES.
- JUST GET THE JOB DONE.
- GROWTH IS NOT A BAD THING.
- THE LIBERAL, ENVIRONMENTAL OBSTRUCTIONISTS WILL PROBABLY KEEP US FROM PROGRESS.
- TO MAKE IT MORE SAFE FOR CARS & TRUCKS GETTING ON & OFF.
- MOST OF THE ABOVE ARE POTENTIAL CONCERNS BUT IF GROWTH IS INEVITABLE TRAFFIC MATTERS MUST BE DEALT WITH IN A TIMELY, COST EFFECTIVE FASHION, WHICH ADDRESSES MOST OF ITS CITIZENS NEEDS. FRUSTRATION OVER DELAY ONLY EXACERBATES PROBLEMS ALREADY IN EXISTENCE.
- NO FORESIGHT ON THE PART OF THE PLANNERS.
- THE WRONG DECISION WILL BE MADE WASTING MONEY & TIME.
- WHY IS IT TAKING SO LONG?
- I'M DEFINITELY NOT CONCERNED THAT I-15 IMPROVEMENTS WILL BRING MORE GROWTH OR DEVELOPMENT. I'M HOPING IT WILL. WE NEED IT. ENVIRONMENTAL IMPACTS ARE OVERBLOWN AND CONTRIBUTE TO THESE IMPROVEMENTS TAKING TOO LONG. LET'S ROLL.
- IT SHOULD HAVE BEEN DONE PRIOR TO THIS. THE HELENA VALLEY HAS GROWN A LOT FASTER THAN PREDICTED, I THINK.
- THIS IS 3 YRS LATE, MDOT IS ALREADY BEHIND THE POWER CURVE TO FIX.
- BUILDING THE INTERCHANGE IN THE WRONG PLACE.

**Question: 19 Other concerns about the implementation of transportation projects on I-15**

**Comment**

- IT WILL FACILITATE GROWTH IN JEFFERSON CO. AND N. VALLEY.
- DO NOT DISRUPT THE RESIDENTIAL QUALITY SURROUNDING BROADWAY ST.
- IF IT RESULTS IN A GREATER BIKING & WALKING ENVIRONMENT, PROBLEMS IMMEDIATELY BECOME SMALLER.
- COST - RAISE TAXES SIGNIFICANTLY.
- IT ALREADY HAS TAKEN TOO LONG.
- NOT CONVINCED ANY CHANGES ARE NECESSARY.
- WHY DOES IT TAKE SO LONG TO COMPLETE A PROJECT?
- SPRAWL.
- IF WE DON'T GET ONE BUILT IN THE VALLEY, THERE ARE GOING TO BE PEOPLE GETTING HURT IN ACCIDENTS ON MONTANA AVE. STICK TO YOUR ORIGINAL PLAN & BUILD IT AT FORESTVALE.
  
- NEED UNDERPASS AT RAILROAD ON MONTANA AVE. BEFORE I-15 IS ADDRESSED.
- DEPENDS ALSO ON FUNDING SOURCE & COST.
- MY CONCERN IS TRAFFIC WITHIN HELENA COMING IN ON FEW STREETS.
- WHAT WE NEED IS A CUSTER AVE. INTERCHANGE. ANY FURTHER NORTH IS POINTLESS.
- I BELIEVE THIS, AS ALL OUR CITY WANTS, IS MORE MONEY FOR PARKS & WALKING & BICYCLING PATHS THAT VERY FEW PEOPLE USE OR ARE ALLOWED TO USE. CITY IS IN REAL ESTATE BUSINESS.
- IT WILL CHANGE SHOPPING HABITS THAT WILL ADVERSELY AFFECT OUR WEST SIDE BUSINESS.
  
- UGLY STRIP DEVELOPMENTS (EUCLID, PROSPECT, HELENA TO E. HELENA).
- THE ENVIRONMENTAL GROUP WILL OPPOSE THE PLAN TO MAKE THE COMMUNITY BETTER. THAT IS A GIVEN.
- HEARD DELAY IN PROJECT DUE TO RODENT STUDY/IMPACT THAT WOULD TAKE UP TO 2 YEARS.
  
- THAT THEY WON'T BUILD ANOTHER INTERCHANGE.
- IT WILL CAUSE MORE SPRAWL. RECENT LARGE ROAD & HIGHWAY PROJECTS HAVE BEEN WASTEFUL OF MONEY - LITTLE IMPROVEMENT WHEN DONE.
- SIERRA & FORESTVALE INTERCHANGE REALLY NEEDED.
- WE NEED IT FOR BUSINESS & GROWTH.
- WHY AREN'T THERE ANY POSITIVE FEEDBACK QUESTIONS?
- COST TO USERS WHO DO NOT CONSISTENTLY USE THE CORRIDOR.
- DO IT RIGHT THE FIRST TIME!
- IT SHOULD BE AESTHETIC AS WELL AS FUNCTIONAL.
- FORESTVALE HAS BEEN READY FOR YEARS AND IT IS THE RIGHT DECISION.

**Question: 19 Other concerns about the implementation of transportation projects on I-15**

**Comment**

- I LIVE ON BROADWAY; EXCESSIVE SPEED AND INCREASED TRAFFIC ALREADY IS A BIG PROBLEM - NEW INTERCHANGES SOUTH OF CAPITOL WILL ALMOST CERTAINLY INVOLVE BROADWAY -- LOWERING PROPERTY VALUES AND MY QUALITY OF LIFE.
- EXPENSE WITH A SMALL RETURN. THERE IS A MAJOR CONCERN ABOUT THE BOTTLENECK AT PROSPECT IF TRAFFIC IS DIVERTED FROM MONTANA/PEOPLE COMING IN FROM THE VALLEY. WHY NOT MAINTAIN TWO TRAFFIC ROUTES BY WIDENING MONTANA.
- THE BEST SOLUTION WILL BE OVERLY INFLUENCED BY SPECIAL INTEREST GROUPS, POLITICS, & THE COST.
- NEEDED CHANGE WON'T TAKE PLACE. ANY DISASTER AND THE I-15 BOTTLENECK WILL PREVENT EVACUATION OF THE ENTIRE VALLEY AND SURROUNDING AREA.
- TYPICALLY WASTE OF MONEY.
- NEIGHBORHOODS WILL BE IMPACTED BY MORE TRAFFIC IF MORE INTERCHANGES ARE BUILT.
- NOT LOOKING AT ALL OPTIONS SHOULD LOOK AT BYPASS I-12 TO CUSTER AVENUE.
- THE SUBJECT WILL BE TALKED TO DEATH EVEN AFTER THE SURVEY IS DONE.
- DESIGN IT CORRECTLY AND INTO THE FUTURE.
- ROADS TO HELP REDUCE CONGESTION ON MONTANA ARE NEEDED. (OR A WAY TO BYPASS MONTANA AVENUE)
- THE HIGHWAY AND ROAD SYSTEM IN HELENA IS IN NEED OF DRASTIC CHANGES. A PROPER DESIGN OF I-15 WOULD RELIEVE THE TRAFFIC CONGESTION ON MONTANA AVENUE. HOWEVER, THIS IS ONLY ONE OF MANY PROBLEMS. MONTANA HAS TO GET IN THE 21ST CENTURY REGARDING TRAFFIC CONTROL & ACCESS.
- UPGRADING ON NORTH MONTANA AVENUE TO A 4 LANE WITH BIKE PATH WILL NOT BE FUNDED AND COMPLETED. I BELIEVE THAT THIS IS NECESSARY TO PROVIDE FOR EFFICIENT, SAFE TRAFFIC FLOW IN THE FUTURE.
- WE NEED TO MAKE IT EASIER FOR PEOPLE FROM WORK & HOME.
- ""ADVERSE IMPACTS"" CAN/SHOULD BE MITIGATED; ""WHAT'S REALLY NEEDED"" IS A STUDY THAT INCLUDES AFFECTS ON CONNECTING ROUTES IF NEW INTERCHANGES ARE BEING CONSIDERED.
- I'M IN FAVOR OF ANYTHING THAT IMPROVES TRAFFIC IN HELENA.
- INTERCHANGE AT SIERRA RD SHOULD HAVE BEEN BUILT YEARS AGO.
- COMPARED TO VIRTUALLY ANY OTHER CAPITOL CITY, THESE ALLEGED TRANSPORTATION PROBLEMS ARE EXTREMELY MINOR, OCCASIONAL, & NORMAL. ANY PURPORTED IMPROVEMENTS, IN COMPARISON, WOULD BE SUBSTANTIALLY DISRUPTIVE, EXPENSIVE & ULTIMATELY EXASPERATE TRANSPORTATION PROBELMS PROBLEMS.
- EMERGENCY VEHICLE RESPONSE CAPABILITIES.
- THEY WILL MAKE INTERCHANGES WHERE WE DON'T NEED THEM.
- SINGLE INTERCHANGE?



**Question: 19 Other concerns about the implementation of transportation projects on I-15**

**Comment**

- FORESTVALE INTERCHANGE RIGHT-OF-WAY HAS BEEN PURCHASED - WHY IS THIS NOT THE MOST COST-EFFECTIVE SOLUTION
- CAUSES SPRAWL & TAKES RESOURCES AWAY FROM MULTI-MODAL TRANSPORTATION - WALKING, TRANSIT & BIKING, IN & AROUND HELENA.
- IT WILL NOT PROGRESS IN A TIMELY FASHION TO THE POINT OF IMPLEMENTATION.
- WE NEED IMPROVED TRANSPORTATION PLAN & PROJECTS DONE AS SOON AS POSSIBLE.
- BEING HELD UP BY GROUPS LIKE MEIC.
- NOT NEEDED
- WITH GOOD INPUT & PLANNING, IT WILL BE VERY BENEFICIAL.
- THAT THEY WILL KEEP PAYING FOR STUDIES THAT SHOW THE OBVIOUS.
- KEEP ALL IMPROVEMENTS OUT OF OR PERTAINING TO RESIDENTIAL AREAS.
- THE GROWTH & CONGESTION WILL CONTINUE TO EXPAND. SO, IT IS IMPERATIVE THAT THE BOTTLENECKS ARE REDUCED OR ELIMINATED BEFORE THEY GET WORSE.
- DECIDE TO DO SOMETHING - MORE ACTION, LESS TALK - JUST GET IT DONE.
- IMPROVING ACCESS TO SUBURBS WILL FACILITATE SUBURBAN SPRAWL.
- THE CONSIDERATION OF TRUE TRAFFIC NEEDS WITH THE POPULATION GROWTH LYING PREDOMINANTLY IN THE VALLEY, LOOK AT N. MONTANA AVE WITH THE ADDITION OF THE SHOPPING AREAS AND LIGHTS FURTHER NORTH, WITH NO TURNOUT LANES. SEVERE IMPACT ON CONGESTION.
- YOU WILL ENCOURAGE PEOPLE TO LIVE FURTHER FROM HELENA. PEOPLE WILL BECOME MORE DEPENDENT ON AUTOMOBILES.
- BADLY NEEDED MODERN TRAFFIC PATTERNS TO HANDLE FUTURE GROWTH.
- UNLESS CITY STREETS ARE FIXED TO HANDLE THE TRAFFIC, ANY IMPROVEMENTS TO I-15 ARE FUTILE.
- I AM NOT DIRECTLY AFFECTED. I REALIZE A PROBLEM EXISTS FOR SOME AND A REMEDY IS NECESSARY FOR SOME.
- IF IT HAS TO BE DONE WE'LL HAVE TO PUT UP FOR TIME BEING. THE INTERSTATE TO BUTTE, ETC. TOOK TIME BUT WHAT AN IMPROVEMENT. ACTION TAKES TIME.
- WHAT IS REALLY NEEDED IS FOR MONTANA AVE TO BE IMPROVED.
- PROBABLY A LITTLE OF ALL THE ABOVE.
- PUBLIC TRANSPORTATION SHOULD BE IMPLEMENTED MORE INSTEAD OF ONE PASSENGER COMMUTING.
- WE NEED TO PLAN FOR GROWTH OF THIS COMMUNITY.
- NEED TO MAKE INTERSTATE MOVE USEABLE AND ACCESSABLE TO TAKE LOAD OFF OF MT AVE NORTH.
- IT WOULD TAKE MONEY AWAY FROM OTHER PROJECTS LIKE BIRDSEYE RD.
- ONLY ONE MORE INTERCHANGE TO HOSPITAL NEEDED.

**Question: 19 Other concerns about the implementation of transportation projects on I-15**

**Comment**

- RE-VEGETATION & WEED CONTROL SHOULD BE DONE THOROUGHLY WITH ANNUAL 5 YR FOLLOW-UP BY FEDS.
- HOW MANY STUDIES HAVE ALREADY BEEN DONE.
- CONCERNED THAT IF THEY BUILD INTERCHANGE AT FORESTVALE IT WILL FORCE SEMI-DRIVING ONTO THIS LITTLE ROAD THAT REALLY CAN'T HANDLE IT ALL THE WAY UP GREEN MEADOW/HENDERSON ETC.
- DECIDE WHAT CHANGES CAN AND NEED TO BE MADE THEN DO IT. THERE HAS BEEN ENOUGH CONTEMPLATING OF THE COMMUNITY OVER THIS.
- WITHOUT IT WE'LL BE IN TROUBLE.
- AFTER READING THIS SURVEY I'M WORRIED ABOUT INCREASED TAXES DUE TO BUS/TRANSIT IDEAS. HELENA'S TOO SMALL.
- IT WILL RELIEVE TRAFFIC ON MONTANA AVE & GREEN MEADOW.
- IT WILL DESTROY THE BROADWAY NEIGHBORHOOD.
- PROJECT FUNDING, WHO PAYS? INCREASED TAXES?
- AN INTERCHANGE IN THE WRONG PLACE CREATES UNWANTED TRAFFIC. SHORT CUTS, SPEEDING, MORE STOP SIGNS, ETC.
- TRY TO BE SURE IT DOESN'T CREATE MORE TRAFFIC CONGESTION.
- NOTHING WILL BE DONE
- WILL CONTRIBUTE TO MORE SPRAWL THEREBY INDIRECTLY INCREASING COSTS TO EVERYONE.
- IT WILL COST TAXPAYERS MONEY - LIKE THE BUS SERVICE. WHO CAN AFFORD THAT? DIAL-A-RIDE IS ALREADY TOO EXPENSIVE & UNDER UTILIZED.
- INCREASE TRAFFIC IN MY NEIGHBORHOOD - BAD.
- APPRECIATE BEING SURVEYED. CHANGES DO NEED TO OCCUR TO KEEP PACE W/BUSINESS/RESIDENTIAL GROWTH.
- COST
- MY GREATEST FEAR IS THAT THE IMPROVEMENTS WILL BE AUTO-FRIENDLY BUT NOT BICYCLE-FRIENDLY.
- I THINK THERE SHOULD BE MORE LOCAL VOICES & COMMON SENSE. WE KNOW WHAT WE NEED & WHERE IT SHOULD GO BUT THE GOVERNMENT WON'T LISTEN.
- DON'T KNOW ENOUGH ABOUT NEEDS BEYOND CUSTER AVE TO MAKE A GOOD REACTION.
- DOES NOT ADDRESS TRAFFIC FLOW PATTERNS THAT FEED INTO I-15 SYSTEM.
- THIS STUDY WILL BE DONE WITH NO WORK TO FOLLOW.
- ANY CONSTRUCTION THAT DOES NOT ADDRESS PEDESTRIAN OR BICYCLE USE CROSSING I-15 IS A DISSERVICE TO THE COMMUNITY & NOT THE DIRECTION FEDERAL DOLLARS SHOULD BE SPENT.
- REGARDLESS OF DECISIONS & FUNDING, IT WON'T HAPPEN.

**Question: 19 Other concerns about the implementation of transportation projects on I-15**

**Comment**

- INCREASE SPRAWL INTO OUTLYING AREAS.
- POLITICS WILL AGAIN RESULT IN NOTHING BEING DONE!
- THE STATE ALREADY OWNS LAND FOR THE FORESTVALE INTERCHANGE. IT SHOULD BE UNDER CONSTRUCTION.
- FORESTVALE INTERCHANGE SHOULD HAVE BEEN DONE YEARS AGO!!!
- INCREASE TRAFFIC IN MY NEIGHBORHOOD. - I'M HUMAN.
- HIGHER PROPERTY TAXES.
- SPECIAL INTEREST GROUPS USUALLY GET THEIR WAY.
- NEGATIVE IMPACT TO RESIDENTS OF BOULDER AVENUE NEIGHBORHOOD.
- HIGH COST.
- MONTANA AVENUE WHICH SHOULD BE FOUR LANED TO LINCOLN ROAD WITH TURN LANES WILL BE LOST IN THE PROCESS AND ADDITIONAL NEEDED INTERCHANGES WILL NEVER BE BUILT.
  
- NO IMPROVEMENT WILL BE DONE WHERE IT IS REALLY NEEDED. THE VALLEY!
- NO IMPROVEMENTS WILL BE MADE IN THE VALLEY.
- NONE. IT WILL BE A BENEFIT TO THE COMMUNITY.
- ENVIRONMENTALISTS WILL USE THE LEGAL SYSTEM TO STOP THE IMPLEMENTATION & THE PEOPLE EFFECTED WILL WASTE MORE GAS DRIVING OUT OF THE WAY TO GET TO I-15.
  
- TOO MUCH MONEY SPENT AND NO RESULT.
- IT WON'T MEET NEEDS OF TOTAL TRANSPORTATION IN HELENA. I.E. FUNNEL TRAVEL WRONG PLACE. NET ACCESS AREAS MONTANA NEEDED
- QUICKER ACCESS TO I-15 IS NEEDED FOR WEST VALLEY FIRE DEPT.
- RICH GUYS ALWAYS GET WHAT THEY WANT AT THE EXPENSE OF OTHERS.
- SPECIAL INTEREST GROUPS WILL STOP CONSTRUCTION.
- IMPROVEMENTS ARE NEEDED QUICKLY.
- SAFETY.
- IT WON'T BE ENOUGH.
- TRANSPORTATION IS NOT KEEPING UP WITH GROWTH. OUR STREETS & ROADS ARE STILL AT 50'S LEVELS! GROWTH IS GOOD FOR THE COMMUNITY.
- LET'S JUST DO IT!

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- WHY NOT BUILD LARGE PARKING LOTS OUTSIDE THE CITY & BUS EMPLOYEES TO WORK. PROVIDE BUS SERVICE DURING THE DAY FOR EMPLOYEES TO RUN ERRANDS. THERE IS ALL TOGETHER TOO MUCH TRAFFIC COMING INTO TOWN. NORTH MONTANA IS A WORSE SIN THAN THE INTERSTATE!
- FORGET I-15. MAKE NORTH MONTANA A FOUR-LANE. MAKE A TWO-LANE FRONTAGE ROAD TO MONTANA CITY. IF YOU HAVE EVER DRIVEN IN SEATTLE, YOU WOULD REALIZE THERE ISN'T ANY PROBLEM HERE.
- NEED TO DOVETAIL ALL IMPROVEMENTS TO LONG-RANGE STUDY OF TRAFFIC & COMMUNITY DEVELOPMENT. DON'T PATCH FOR 5-10 YEARS. PUT MONEY INTO LONG-RANGE PROJECTS.
- CAPITOL EXIT FROM NB NEEDS WORK. HWY 282 POSSIBLY MADE INTO AN EXIT WITH USE OF EXISTING OVERPASS TO REDUCE COSTS. SIERRA RD UNDERPASS MADE INTO AN EXIT/ENTRANCE TO REDUCE COSTS.
- I THINK SOMETHING HAS TO BE DONE REAL FAST BECAUSE EVERY YEAR WE GET MORE & MORE PEOPLE.
- IF YOU CAN'T DO ANYTHING ELSE, CHANGE THE MDT DESIGN AT CAPITOL/PROSPECT - CROSS TRAFFIC ON & OFF. IT IS HORRIBLE. WHAT HAPPENED TO CLOVERLEAFS? CREATE ANOTHER OPTION, BYPASS CIRCULAR INTERSTATE TO ACCESS ALL PARTS OF TOWN. THE FEDS HAVE THE BUCKS. THEY HAVE IT FOR OTHER CITIES. LOOK AT THE BOSTON TUNNEL.
- IF YOU CAN MOVE TRAFFIC TO THE INTERSTATE MORE QUICKLY, THERE WON'T BE AS MANY ACCIDENTS ON MONTANA AVE. I WOULD LIKE TO SEE MONTANA AVE IMPROVED ALSO.
- I BELIEVE THE INTERCHANGE THAT SHOULD BE BUILT IS AT SIERRA & I-15. THERE IS AN EAST/WEST CORRIDOR. THE SCHOOL BE MOVED - IT IS OLD ANYWAY. I DO NOT BELIEVE A CUSTER INTERCHANGE WILL HELP AS MUCH. AN INTERCHANGE SOUTH OF THE CAPITOL WOULD BE WELCOME, TOO.
- MY MAJOR CONCERN IS DEVELOPING AN EAST-WEST BYPASS. I BELIEVE THIS WOULD HELP THE I-15 CORRIDOR.
- START BUILDING NOW.
- SHOULD CONSIDER THE TRAFFIC SITUATION ON MONTANA AVE DURING THE STUDY.
- IF OTHER IMPROVEMENTS ARE NOT POSSIBLE, HOW ABOUT RE-DESIGNING THE CAPITOL INTERCHANGE SO IT CAN RUN WITHOUT TRAFFIC LIGHTS? PEDESTRIANS & BICYCLISTS ARE AT HAZARD & ARE A HAZARD TO OTHERS IN THE CURRENT SITUATION.
- I THINK THE CONGESTION WITHIN THE CITY IS MUCH MORE CRITICAL THAN THE I-15 CORRIDOR WILL EXPERIENCE FOR YEARS TO COME.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- WE NEED TO ADDRESS THE CONCERNS THAT INCREASING ACCESS TO THE HELENA AREA & THE VALLEY MIGHT HAVE ON OTHER ROADS, I.E., N MONTANA AVE. THE 2-LANE RD IN THE VALLEY (N MONTANA) IS TREACHEROUS. IMPROVING CORRIDOR ACCESS CERTAINLY WILL NOT HELP THIS SITUATION.
- MONTANA AVE SHOULD BE MADE INTO 4 LANES FROM CUSTER TO SIERRA RD & POSSIBLY LINCOLN RD.
- NEED TO PUT INTERCHANGE AT CUSTER & I-15.
- RATHER HAVE IMPROVEMENTS ON MONTANA AVE, INCLUDING RAILWAY OVERPASS.
- WE DESPERATELY NEED ON/OFFRAMPS AT CUSTER & SIERRA.
- SURVEY RESPONDENTS SHOULD BE KEPT INVOLVED IN THE PROCESS, UPDATED, & GIVEN THE OPPORTUNITY TO MAKE A DIFFERENCE.
- INDIVIDUALS WHO CARE ENOUGH TO COMPLETE THIS SURVEY ARE VERY LIKELY TO BE WILLING TO CONTINUE THEIR INVOLVEMENT.
- THESE INDIVIDUALS WILL PROVIDE CONSISTENCY & VALUABLE PUBLIC INPUT. I AM STRONGLY IN FAVOR OF THE FORESTVALE EXCHANGE & BELIEVE THIS STUDY IS A WASTE OF TAXPAYERS' MONEY. THE EXCHANGE WOULD GREATLY ALLEVIATE CONGESTION ON N MONTANA AVE WHERE THE REAL PROBLEM LIES & WOULD HAVE BEEN MOSTLY COMPLETED NOW IF THERE WERE NOT PEOPLE USING THE SYSTEM TO FURTHER THEIR INTERESTS.
- INTERCHANGE AT FORESTVALE RD LOOKS GOOD ON PAPER ONLY. PEOPLE THAT LIVE BETWEEN FORESTVALE RD & CUSTER AVE WILL NOT USE THIS INTERCHANGE BECAUSE OF THE CONGESTION AT CEDAR & PROSPECT INTERCHANGE. THEY WILL STILL USE MONTANA AVE.
- AN ADDITION OF AN INTERCHANGE ON CUSTER AVE IS AN OBVIOUS SOLUTION TO MAJOR PROBLEMS ON CEDAR AVE, MONTANA AVE. CUSTER & MANY OTHER SIDE STREETS.
- WE ARE RETIRED & HAVE VERY LITTLE PROBLEMS WITH THE PRESENT ARRANGEMENT.
- I'M CONCERNED ABOUT ADDITIONAL INTERCHANGES BRINGING HEAVIER TRAFFIC TO RESIDENTIAL NEIGHBORHOODS, E.G., SIXTH AVE & BROADWAY. FOR EXAMPLE, JEFFERSON SCHOOL IS ON BROADWAY & THAT STREET IS BUSY ENOUGH AS IT IS. THE EASIER YOU MAKE IT FOR PEOPLE TO PUSH SUBURBAN SPRAWL FARTHER AWAY FROM THE CITY CENTER, THE MORE THEY'LL SCRAMBLE TO GRAB THEIR OWN LITTLE PIECE
- CHANGES HAVE TO RESULT IN LESS CONGESTION AT THE CAPITOL EXCHANGE & CUSTER AVE.
- FORESTVALE IS OBSOLETE. WIDEN MONTANA AVE & DO A BROADWAY UNDERPASS PLUS FRONTAGE RD TO MONTANA CITY. IF YOU LESSEN CONGESTION ON CAPITOL INTERCHANGE FROM SOUTH & EAST, IT WILL MAKE FOR BETTER TRAFFIC FLOWS FROM THE NORTH & WEST.
- SHORTEN SURVEY.
- WOULD LIKE TO SEE A BROADWAY ST UNDERPASS OR, PREFERABLY, INTERCHANGE. AREA TO SOUTH OF COLONIAL/BROADWAY IS HEAVILY DEVELOPING & THIS MIGHT EASE CONGESTION ON LOCAL ARTERIES.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- APPEARS TO ME THAT FULL INTERCHANGES ARE NEEDED AT FORESTVALE RD, CUSTER AVE (ALREADY OVERPASS, BUT WIDER), & 282 (ALREADY OVERPASS) WITH FRONTAGE BETWEEN 282 & BROADWAY.
- FEEL AN EXIT OFF THE ROAD BEFORE YOU GET TO CAPITOL EXIT PROBABLY NEAR HUNTERS POINT FOR PEOPLE THAT WORK AT OR NEAR THE CAPITOL & I PAST THE RAILROAD TRACKS WHEN TRAINS ARE THERE WOULD BE BENEFICIAL TO A LOT OF PEOPLE.
- I HATE THE INTERCHANGE AT CAPITOL/PROSPECT. IT IS VERY DANGEROUS AS THE ENTRY & EXITS ARE SO CLOSE TOGETHER. I AM SURPRISED THERE ARE NOT MORE ACCIDENTS THERE. CEDAR IS EASY TO EXIT OR ENTER.
- THE STATE HAS SPENT A LOT OF MONEY FOR AN INTERCHANGE AT FORESTVALE. IT WAS NEEDED & STILL IS NEEDED. THE POLITICIANS PROMISED AN INTERCHANGE SINCE 1970.
- SHOULD BE INTERCHANGE SOUTH CAPITOL TO GO INTO BROADWAY OR WINNIE. ALSO, INTERCHANGE AT EITHER CUSTER & FORESTVALE FOR NORTHSIDE BUSINESSES & ALSO FRONTAGE ROAD FROM CUSTER TO LINCOLN RD ON BOTH SIDES OF I-15 (EAST & WEST SIDES).
- A LOT OF TRAFFIC GETTING ON TO I-15 COULD BE ALLEVIATED BY HAVING AN EAST/WEST BYPASS THROUGH THE CITY WHICH WOULD ELIMINATE MOST OF THE TRAFFIC PROBLEMS AT CEDAR & CAPITOL EXITS.
- HELENA IS GROWING. THE I-15 CORRIDOR WAS DESIGNED TO FIT HELENA'S NEEDS 20 OR 30 YEARS AGO. NOW IT NEEDS TO BE REDESIGNED TO FIT HELENA'S NEEDS 20 TO 30 YEARS HENCE. YEAH, IT'LL COST SOME BUCKS. BUT, PROGRESS DOESN'T ALWAYS COME CHEAP.
- IT IS MY OPINION THAT WE BADLY NEED A CUSTER/I-15 INTERCHANGE.
- PLEASE CONSIDER EITHER AN INTERCHANGE AT BROADWAY OR CONTINUING THE FRONTAGE ROAD FROM HWY 282 TO BROADWAY.
- WITHOUT GOING TO TOO MUCH EXPENSE & THE ELIMINATION OF ABOUT 40% OF THE TRAFFIC CONGESTION ON THE PROSPECT INTERCHANGE WOULD BE TO PAVE A FRONTAGE ROAD BETWEEN MONTANA CITY & THE HUNTERS POINT OR COLONIAL DR ROAD.
- PLEASE INFORM LOCAL NEWSPAPER REGARDING THE COST TO TAXPAYERS OF THIS STUDY.
- BE SURE TO LOOK AT DEVELOPMENT & GROWTH ON COLONIAL DR ALONG I-15. THAT AREA IS GETTING VERY CONGESTED & ACCESS TO HOSPITAL IS SEVERELY LIMITED. WE HAVE TO TAKE PRESSURE OFF CAPITOL INTERCHANGE.
- I THINK THAT IT IS GOING TO BE NECESSARY TO PROVIDE ACCESS TO THE AREA SOUTH OF THE CAPITOL INTERCHANGE. THIS IS A RAPIDLY DEVELOPING RESIDENTIAL AREA.
- MAJOR PROBLEM IS HWY 12 GOING RIGHT THROUGH MAIN PART OF TOWN. A LOT OF OVERPASS & UNDERPASS CONGESTION NOW IS THE CONSTRUCTION ON 2 MAJOR ONES (CEDAR & PROSPECT). WHY SHOULD IT TAKE SO LONG?
- INTERCHANGES NEEDED BETWEEN MONTANA CITY & PROSPECT & CEDAR & SIERRA RD.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- IF THE EXISTING OVERPASS/UNDERPASS AT SIERRA CAN BE USED EFFECTIVELY & WITH COST SAVINGS, I BELIEVE IT SHOULD BE USED. I KNOW THERE ARE CONCERNS ABOUT ROSSITER SCHOOL BEING SO CLOSE & THAT IT WOULD CAUSE CONGESTION AS WELL AS SAFETY CONCERNS. BUT I THINK YOU HAVE MORE INFORMATION & KNOW WAYS AROUND THOSE ISSUES.
- THE BIG PUSH HERE IS TO GET A NEW ACCESS NORTH OF CEDAR & REDIRECT THAT TRAFFIC TO CAPITOL INTERCHANGE. CAPITOL INTERCHANGE IS ALREADY OVERCROWDED & THE ABOVE WOULD COMPOUND THE PROBLEM. A BROADWAY ST INTERCHANGE, ALTHOUGH INCONVENIENCING A FEW PEOPLE ON BROADWAY, WOULD GREATLY IMPROVE CAPITOL INTERCHANGE & POSITIVELY IMPACT FAR MORE THAN WOULD BE NEGATIVELY
- CUSTER AREA OVERPASS NEEDS REBUILT WITH SLIP RAMPS & TURN BAYS. FORESTVALE INTERCHANGE IS A "MUST BE BUILT". HWY 12 & CAPITOL INTERCHANGE NEEDS MORE LANES ON OVERPASS & BETTER TRAFFIC CONTROL. BETTER COORDINATION BETWEEN HIGHWAY & CITY ROAD DEPARTMENT TO COORDINATE TRAFFIC LIGHTS.
- I DON'T WANT MY TAXES TO INCREASE.
- REGARDING QUESTION 13 - EVEN THOUGH BIKE & WALKING PATHS, SIDEWALKS, BUS SERVICE, ETC., WOULDN'T INFLUENCE GREATLY WHAT I ALREADY DO IN TERMS OF WALKING, BIKING, ETC., I WOULD STRONGLY SUPPORT IMPLEMENTATION OF SUCH MEASURES.
- MANY PEOPLE HAVE STRONG OPINIONS ABOUT THIS SUBJECT BUT IT IS QUESTIONABLE HOW TRULY WELL INFORMED THEY ARE. I HOPE YOU WILL PROCEED WITH LOOKING TO THE BEST ALL AROUND SOLUTION FOR EVERYONE IN THE LONG TERM. THAT WILL REQUIRE WISDOM.
- IMPROVE MONTANA AVE SO AS TO CARRY MORE TRAFFIC SAFELY.
- CAPITOL/PROSPECT INTERCHANGE IS EXTREMELY DANGEROUS. THERE IS A NEED FOR A CUSTER INTERCHANGE. THERE IS A NEED FOR AN OVERPASS ON MONTANA AVE & RAILROAD CROSSING.
- MY THOUGHT IS THAT SOMEWAY THERE SHOULD BE PROVISION OF A BYPASS FOR HWY 12 FOR ACCESS WITHOUT GOING THROUGH THE WHOLE TOWN TO GET TO THE MISSOULA HWY. THIS WOULD HELP ELIMINATE CONGESTION ON CAPITOL & CEDAR EXCHANGES.
- ANOTHER INTERCHANGE IS DESPERATELY NEEDED FOR THIS AREA WITH CURRENT TRAFFIC PATTERNS. IT WILL HAVE ABSOLUTELY NO ADVERSE ENVIRONMENTAL IMPACTS.
- WE NOT ONLY HAVE A PROBLEM THERE, WHAT ABOUT PEOPLE COMING IN FROM N HELENA ON N MONTANA & THE BIG CONGESTION FROM E HELENA & TOWNSEND COMING INTO TOWN? TRAFFIC IS TERRIBLE.
- TRAFFIC OUT OF TOWN EAST ON 11TH AVE 3 TO 6 P.M. & INTO TOWN WEST ON PROSPECT 7 A.M. TO 8:30 A.M. VERY HEAVY & CONGESTED. SAME FOR N MAIN ST.
- IT WOULD TAKE SOME OF THE TRAFFIC OFF N MONTANA & BY ADDING & IMPROVING THE INTERCHANGES SO YOU CAN GET ON & OFF I-15 WOULD HELP A LOT.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- I DON'T BELIEVE THE FORESTVALE INTERCHANGE WOULD BENEFIT MANY PEOPLE. CUSTER WOULD BE A BETTER CHOICE. THE FRONTAGE ROAD SHOULD BE ALIGNED WHERE IT CROSSES CUSTER. I STARTED TO DO THIS SURVEY, AS YOU CAN SEE. IT JUST DOESN'T PERTAIN TO ME. I'M A RETIRED, 70-YEAR-OLD WIDOW. I DO NOT TRAVEL DURING PEAK TRAFFIC TIMES SO DO NOT HAVE A PROBLEM GETTING ON I-15.
- I FEEL THE CONGESTION ISSUES ARE ON MONTANA AVE. THESE WOULD BE RELIEVED WITH ADDITIONS OF EXCHANGES & UNDER & OVER PASSES NORTH OF CUSTER.
- PEOPLE CHOOSE TO LIVE OUTSIDE THE CITY LIMITS FOR MANY REASONS: STYLE OF LIVING, LOWER PROPERTY TAXES, FEWER REGULATIONS. PEOPLE CHOOSE TO LIVE IN THE CITY FOR MANY REASONS: PRESERVE RURAL AREAS, STYLE OF LIVING (CONVENIENCE OF BEING CLOSER TO SCHOOL & WORK), LIKE REGULATIONS WHICH PROTECT VALUE OF HOME. CITY DWELLERS SHOULDN'T BE EXPECTED TO LOSE THE QUALITY.
- IT IS UNSAFE TO GET ON/OFF AT PROSPECT & I-15.
- MONTANA AVE SEEMS TO HAVE MORE CONGESTION, ACCIDENTS, FAST RUDE DRIVERS, ETC. THEN I-15. CUSTER AVE SEPARATION STRUCTURE IS VERY NARROW FOR THIS MUCH TRAFFIC. SAME FOR LINCOLN RD INTERCHANGE PLUS BRIDGE RAIL & GUARDRAILS HARD TO SEE OVER. I'VE RIDDEN MY BIKE & WALKED ACROSS I-15 AT CAPITOL INTERCHANGE - A THREATENING EXPERIENCE. I USED TO USE THE 6-FT CULVER
- THERE MUST BE AN INTERCHANGE TO ACCESS THE HOSPITAL. THIS WILL BE TO THE ADVANTAGE TO THOSE EAST & SOUTH OF TOWN. IT'S A NIGHTMARE NOW.
- I FEEL WE NEED MORE EXITS ALONG THE CORRIDOR. THE EXISTING EXITS NEED TO BE SAFER.
- AN INTERCHANGE AT FORESTVALE NEEDS TO BE COMPLETED AS SO MUCH WORK HAS ALREADY BEEN DONE & IT WOULD RELIEVE THE CONGESTION ON MONTANA AVE.
- I THINK THAT THE HELENA VALLEY IS GOING TO CONTINUE GROWING & I WOULD LIKE THE HIGHWAY SYSTEM TO KEEP UP WITH THAT GROWTH AS SMOOTHLY AS POSSIBLE & BEFORE HORRIBLE CONGESTION BEGINS.
- THIS PROJECT IS LONG OVERDUE. HELENA IS ABOUT 50 YEARS BEHIND IN TRANSPORTATION ENGINEERING. N MONTANA IS A SORRY EXAMPLE OF NO-TURN WAITING LANES WHICH IS NOT ONLY HAZARDOUS BUT FRUSTRATING FOR MOST DRIVERS.
- WOULD LIKE TO SEE COORDINATION OF BIKE & PEDESTRIAN TRAILS & I-15 CROSSINGS SO TRAIL SYSTEM CAN BE MORE USEFUL.
- I'M SICK OF THE DELAYS CAUSED BY A HANDFUL OF NO-GROWTH PEOPLE WHICH DOMINATE. IF I COULD MOVE TO ANOTHER TOWN & RETAIN MY JOB, I WOULD. I CAN'T, SO I STRUGGLE WITH TRAFFIC. MONTANA AVE AT THE RR CROSSING IS A BIG PROBLEM FOR HELENA.
- I SEE PROBLEMS WITH THE LACK OF ACCESS ON, OFF & ACROSS THE INTERSTATE BEING A PROBLEM FOR LAW ENFORCEMENT & FIRE SERVICES IN L & C & JEFFERSON CO. I THINK ALL COMMUNITIES SUFFER FROM SLOWED RESPONSES.



**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- THE CITY OF HELENA ACTUALLY DOESN'T HAVE ANY VERY GOOD EAST-WEST ROUTES THROUGH THE CITY WITH THE EXCEPTION OF EUCLID-LYNDALE. THROWING TRAFFIC OFF THE FREEWAY ONTO THE CURRENTLY AVAILABLE ROUTES FUNNELS TRAFFIC INTO TOWN IN DIRECTIONS THAT ARE OFTEN CONFUSING TO RECIPIENTS OF DIRECTIONS ON HOW TO NAVIGATE IN HELENA. INTERIOR CHANGES TO HELENA'S STREET GRID
- THERE NEEDS TO BE SAFETY IMPROVEMENTS ON THE PRESENT INTERCHANGES FOR GETTING ON & OFF. THERE NEEDS TO BE A NEW INTERCHANGE AT CUSTER AVE.
- GETTING ON I-15 FROM EAST AT PROSPECT IS BAD IF GOING ON NORTH OF HERE WITH SOUTH TRAFFIC WANTING TO EXIT ON CAPITOL EXIT.
- NEED INTERCHANGE AT CUSTER.
- CONCERN FOR INCREASED COMMUTER TRAFFIC THROUGH RESIDENTIAL NEIGHBORHOODS.
- IMPROVE FRONTAGE RD BETWEEN 282 & COLONIAL DR IN HELENA (A CHEAP FIX FOR ACCESS TO ALL THE EAST SIDE OF HELENA, REDUCING CAPITOL INTERCHANGE TRAFFIC).
- EAST & WEST FRONTAGE ROADS BETWEEN HWY 282 SOUTH OF HELENA & THE CAPITOL INTERCHANGE. WOULD RESOLVE A GREAT DEAL OF THE CONGESTION PROBLEMS AT THE CAPITOL INTERCHANGE. IT WOULD ALSO REDUCE THE MILES TRAVELED BETWEEN MONTANA CITY & HELENA.
- BOTH SIDES OF I-15 SHOULD HAVE HAD PARALLEL FRONTAGE ROADS FOR BOTH PRIVATE & PUBLIC ACCESS INSTEAD OF USING EXISTING ROADS FOR THAT PURPOSE.
- RAMPS ON & OFF AT PROSPECT & 11TH ARE REALLY DANGEROUS. I AM AMAZED THERE ARE NOT MORE ACCIDENTS.
- PUT AN INTERCHANGE AT CUSTER.
- THE USE OF FRONTAGE ROADS PARALELLING I-15 WOULD BE VERY ADVANTAGEOUS. I STRONGLY SUPPORT AN INTERCHANGE AT FORESTVALE. IF I-15 IS FULLY UTILIZED, I BELIEVE WE NEED 3 LANES.
- IT HAS BEEN STUDIED MANY TIMES NOW. GET DONE WHAT NEEDS TO BE DONE.
- SIGHT DISTANCE ACROSS EXISTING I-15 OVERPASS ON SOUTH HILLS RD (JUST NORTH OF MONTANA CITY, HWY 282) ALLOWS EASY INSTALLATION OF ON & OFF RAMPS, THEREBY MAKING INTERCHANGE WHERE IT'S NEEDED. JEFFERSON CO & MDT ALREADY RECOGNIZE NEED TO CONSTRUCT FRONTAGE ROAD FROM SOUTH HILLS RD TO COLONIAL DR ON WEST SIDE I-15. THIS WOULD ALLEVIATE CONGESTION PROBLEMS ON CAPITOL.
- REASONS FOR MY ANSWERS TO QUESTION 7 - INCREASED DELAYS, COST, INCONVENIENCE OF CONSTRUCTION WORK.
- I USE N. MONTANA TO GET TO LINCOLN RD I-15 ACCESS EVEN THOUGH I LIVE OFF CUSTER BECAUSE OF LACK OF ACCESS IN NORTH DIRECTION. I FEEL LACK OF ACCESS BETWEEN CEDAR & LINCOLN RD. IS A MAJOR FACTOR TO CONGESTION ON N. MONTANA. AN INTERCHANGE IS NEEDED EAST OF CUSTER & AT SIERRA RD. BECAUSE OF INCREASED GROWTH IN THE VALLEY. SIERRA IS MOST IMPORTANT.
- IT SEEMS THAT HAVING AN INTERCHANGE AT BROADWAY WOULD TAKE A GREAT DEAL OF PRESSURE OFF THE CAPITOL INTERCHANGE & DIRECT TRAFFIC TO THE CAPITOL COMPLEX & HOSPITAL.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- FROM 7 A.M. TO 9 A.M., COMMUTERS FROM EAST HELENA AREA MAKE THE CAPITOL/PROSPECT INTERCHANGE VERY CONGESTED. PERSONALLY, I CHOOSE ANOTHER TIME TO USE THIS INTERCHANGE AS BEING RETIRED. I HAVE A CHOICE. COMMUTERS SHOULD BE SURVEYED ABOUT THIS PROBLEM.
- I THINK THE PEOPLE WHO TRAVEL IN THE AFFECTED CORRIDOR NEED MORE THAN ONE ROUTE TO GET TO WHERE THEY ARE GOING. SAFETY IS ALSO A BIG CONCERN.
- FORESTVALE EXIT & ON RAMP WOULD GREATLY DECONGEST MONTANA AVE.
- I THINK GROWTH IS INEVITABLE FOR THIS AREA. I THINK IT CAN BE WELL DONE IF PLANNED PROPERLY. I DON'T WANT THE AREA TO BE LITTERED WITH STRIP MALLS & HODGEPODGE NEIGHBORHOODS. THERE ARE TOO MANY OF THOSE EVERYWHERE ELSE IN AMERICA. WE HAVE A CHANCE TO LEARN FROM OTHER AREAS' MISTAKES & MAKE THIS AN EVEN BETTER PLACE TO LIVE. MORE ACCESS BY FREEWAY WOULD BE RE
- DO FORESTVALE INTERCHANGE. WIDEN OVERPASS AT CEDAR ST. & CUSTER. CHANGE PATTERN TO GET ON NB AT CAPITOL INTERCHANGE.
- THE TRAFFIC PROBLEM BECOMES CONGESTED ONCE YOU ARE OFF I-15. HELENA CITY TRAFFIC BECOMES A BOTTLENECK ON CUSTER- MONTANA AVE. SOUTH OF CUSTER. CEDAR ST. TO LINDALE RD. - TOO NARROW OVER RR TRACKS. THE CITY NEEDS AN EAST-WEST BYPASS THROUGH HELENA FROM I-15 CONNECTION TO HWY. 12 WEST.
- A BROADWAY INTERCHANGE WOULD DEVESTATE THE RESIDENTIAL NEIGHBORHOODS SURROUNDING BROADWAY. THE INCREASED TRAFFIC WOULD BE VERY HAZARDOUS FOR CHILDREN LIVING ON BROADWAY OR GOING TO SCHOOL ON BROADWAY.
- ON/OFF RAMP FOR CAPITOL CITY & TOWNSEND IS DANGEROUS SINCE PEOPLE ARE HAVING TO MERGE & TRY TO GET ON/OFF ... NOT ENOUGH TIME. ALSO, NEED TURN LANES ON CEDAR ONRAMPS - PEOPLE ARE TAKING TOO MANY CHANCES TO TRY & GET ACROSS TO THE ON RAMP.
- THE NB ENTRANCE/EXIT TO CAPITOL/PROSPECT AVE. INTERCHANGE IS DANGEROUS & JUST PLAIN STUPID. I THINK YOU SHOULD RIP IT OUT & START OVER WITH MORE COMMON SENSE.
- THIS IS ALL HOOPLA TO ME! CONFUSING & IRRELEVANT TO ME.
- SOLUTION - REMOVE SCHOOL & RELOCATE ON SIERRA RD. BUILD ON & OFFRAMPS ON I-15 AT THIS LOCATION. WIDEN OVERPASSES EAST & WEST OVER I-15 ON PROSPECT AVE FOR SAFETY. WIDEN TO 3-LANE NORTH MONTANA FROM SHOPPING AREA TO LINCOLN RD. 2-LANE IN 7 A.M.-9 A.M., 1-LANE OUT 4 P.M.-6 P.M. A NEW, LARGER SCHOOL COULD BE BUILT BEHIND THE OLD MARTIN'S & DEACONESS SCHOOL PROPERTY
- THERE ARE TOO FEW INTERCHANGES WHICH ROUTE ALL TRAFFIC INTO HELENA BY ONLY 2 ROUTES. IT'S A MESS FOR THOSE GETTING INTO/OUT OF TOWN & FOR THOSE THAT HAVE TO CROSS THEIR PATH.
- IMPROVE CAPITOL INTERCHANGE TO AVOID VEHICLES EXITING/ENTERING AT SAME AREA.
- THE MOST PRESSING CONGESTION PROBLEM IN THE VALLEY IS ON N. MONTANA. THE ADDITION OF AN INTERCHANGE AT FORESTVALE WOULD HAVE RELIEVED THIS CONGESTION.
- MY BIGGEST CONCERN IS THAT I THINK THERE NEEDS TO BE ANOTHER EXIT/ENTRANCE NORTH OF CEDAR ST.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- CUSTER AVE. NEEDS TO BE 4 LANES & HAVE ON & OFF I-15 ACCESS. CEDAR ST. - 4 LANES. A NEW EXCHANGE BETWEEN PROSPECT/11TH AVE. & OVERPASS 282.
- NEED INTERCHANGE AT CUSTER OVERPASS. MAKE OVERPASS 4 LANES.
- WE DESPERATELY NEED AN INTERCHANGE AT CUSTER AVE. THE OFFRAMP AT CAPITOL/PROSPECT IS EXTREMELY DANGEROUS. DRIVERS ACCELERATE THROUGH THE TURN WHILE LOOKING EAST & AREN'T CHECKING IN FRONT OF THEM OFTEN ENOUGH. THERE NEEDS TO BE A STOP SIGN AT THE TOP OF THE TURN.
- DON'T WASTE MONEY ON (NEARLY) UNUSED PROJECTS LIKE THE PEDESTRIAN OVERPASS AT MONTANA CITY. ONLY PORKBARREL POLITICS COULD HAVE BUILT THIS BOONDOGGLE!
- MAKE CAPITOL & CEDAR OVERPASSES PEDESTRIAN-FRIENDLY. REDESIGN EXIT/ENTRANCE RAMP SITUATION FOR NB I-15 AT CAPITOL INTERCHANGE AT BROADWAY. ON/OFF POSSIBILITIES AT CUSTER AVE.
- THE HELENA VALLEY WILL CONTINUE TO DEVELOP. THERE NEEDS TO BE MORE ACCESS POINTS TO I-15 TO RELIEVE CONGESTION ON STREETS COMING INTO CENTRAL HELENA.
- WOULD LIKE TO SEE AN INTERCHANGE ON CUSTER AVE. & AN UNDERPASS ON BROADWAY.
- IT IT'S NOT BROKEN, DON'T FIX IT.
- BETWEEN BUSINESS DEVELOPMENT AT CUSTER & MONTANA & ACCESS TO RECREATION AT LAKES, AN INTERCHANGE IS NEEDED AT CUSTER AVE. ANY IMPROVEMENT TO I-15 SHOULD INCLUDE IMPROVEMENTS TO MONTANA & TO FRONTAGE RD.
- REDESIGN LINCOLN RD. I-15 EXIT. REDESIGN PROSPECT AVE. TO NB I-15 & N I-15 EXIT TO PROSPECT.
- THERE IS A SIGNIFICANT NEED FOR AN INTERCHANGE AT CUSTER - I-15 FOR ACCESS TO EXISTING SHOPPING AT THIS LOCATION & A POSSIBLE HWY. 12 BYPASS. ANY OTHER CHANGES (OVERPASS, INTERCHANGE) WILL SIGNIFICANTLY ADD TO SUBURBAN SPRAWL.
- WE THINK SOMETHING SHOULD BE DONE TO IMPROVE TRAFFIC FLOW. FEEL IT'S DANGEROUS TO ENTER I-15 UNDER/OVERPASSES AT CAPITOL AREA - CARS ARE GETTING OFF & ON IN SAME LANES.
- ENVIRONMENTAL REVIEW IS USED SIMPLY TO DELAY OR KILL IMPROVEMENT PROJECTS.
- WHY THE FOREIGN LANGUAGE PRINTED ON BOTTOM OF ACCOMPANYING LETTER?
- ALL ROADS SHOULD INCLUDE ALLOWANCES FOR FOOT, BIKE, HORSEBACK, ETC., METHODS OF MOVEMENT.
- HASN'T THIS BEEN DISCUSSED & STUDIED ENOUGH? LET'S GET SOMETHING DONE!
- MY BIGGEST CONCERN IS THE OFFRAMP AT PROSPECT TO CAPITOL AREA & THE CONGESTION ON CEDAR ST. THERE HAVE BEEN MANY SERIOUS ACCIDENTS, ESPECIALLY ON CEDAR ST.
- NEED WORK AT THE CUSTER RD. OVERPASS. AN EXCHANGE WOULD BE NICE.

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**Comment**

- VISIONS OF GROWTH CALL FOR CHANGE. THESE CHANGES WILL BE LESS PAINFUL IF IMPLEMENTED SOON. BUSINESS WILL NEED TO MIGRATE AWAY FROM CONGESTED AREAS. LOCAL DEVELOPERS SHOULD NOT TELL THE STATE WHERE TO LEASE BUILDINGS & OFFICE SPACE. IT IS MY OPINION YOU EITHER LOVE DOWNTOWN OR DON'T GO THERE BECAUSE OF TRAFFIC CONGESTION OR PARKING. PERSONAL POLICE PROTECTION
- I'M SELDOM, IF EVER, INCONVENIENCED ON I-15. I DO, HOWEVER, FIND CITY TRAFFIC MUCH IN NEED OF HELP - RR CROSSINGS.
- THERE NEEDS TO BE AN OFFRAMP AT I-15 & HWY. 282. THE OVERPASS AT I-15 & CUSTER NEEDS TO BE WIDER. THERE SHOULD BE ANOTHER ON/OFF RAMP BETWEEN CEDAR & LINCOLN RD.
- THE CONGESTION ON THIS STRETCH OF ROAD (MONTANA CITY TO LINCOLN RD.) IS INCREASING INCREMENTALLY ANNUALLY. IN PARTICULAR, THE TERRIBLE INTERCHANGE AT PROSPECT (ENTERING OR LEAVING FROM THE SOUTH) IS BEGGING FOR ACCIDENTS. AN INTERCHANGE NEAR THE LEWIS & CLARK/JEFFERSON COUNTY LINE WOULD ALLEVIATE MUCH OF THAT PROBLEM SINCE SO MUCH TRAFFIC IS DIRECTED TO/FROM
- NEED AN EXIT BETWEEN K-MART & LINCOLN RD.
- IT IS CRITICAL FOR THE VALLEY TO HAVE ACCESS TO I-15 IN THE CENTRAL VALLEY.
- CUSTER AVE. OVERPASS NEEDS TO BE CONSIDERED FOR INTERCHANGE.
- WE NEED AN ON/OFF RAMP ON CUSTER AS WELL AS WIDENING THIS ROAD TO 4 LANES.
- I TRULY BELIEVE AN INTERCHANGE IS NEEDED AT CUSTER AVE. I DRIVE THIS EVERY DAY & KNOW THAT AN INTERCHANGE AT CUSTER
- SOUTH SIDE TO GET TRAFFIC INTO CAPITOL AREA, DOWNTOWN & WEST SIDE. ABANDONING THE OLD SOUTH BYPASS WAS SHORTSIGHTED. WE NEED LEADERSHIP TO LOOK AT WHOLE PICTURE & NOT CREATE POLARIZATION IN COMMUNITY.
- I-15 IS A VIRTUAL BARRIER FOR PEDESTRIANS & BICYCLISTS. NEED HUGE IMPROVEMENTS.
- PLENTY OF PEOPLE AROUND ME HAVE LOTS TO SAY ABOUT THE I-15 CORRIDOR. I DON'T. IT'S FINE FOR MY USE.
- I WOULD LIKE TO USE MILL RD. OVERPASS TO INCLUDE AN ON/OFF RAMP - CHEAPER THAN BUILDING ONE DOWN THE ROAD. ALSO, MAKE AN ON/OFF RAMP ON THE CANYON FERRY RD. BY SHOPKO.
- OPENING BROADWAY FROM THE CAPITOL AREA TO I-15 AS A THOROUGHFARE SEEMS A USEFUL IDEA. ESPECIALLY WITH I-15 INTERCHANGE ON BROADWAY.
- WE NEED AT LEAST 2 & BETTER YET 3 NEW INTERCHANGES ON I-15 BETWEEN LINCOLN RD. & MONTANA CITY. RECOMMEND FORESTVALE, CUSTER & SOUTH OF CAPITOL INTERCHANGE. 1/2 MILE MORE OR LESS.
- ADVISORY COMMITTEE DOES NOT REPRESENT VOTING PUBLIC AS A WHOLE.
- I TRAVELLED MONTANA AVE. TO THE CAPITOL COMPLEX FOR 20+ YEARS. WISHING FOR AN INTERCHANGE NEAR SIERRA RD. HAVE BEEN RETIRED FOR 5 YEARS SO THE URGENCY NO LONGER EXISTS. I CAN NOW USUALLY AVOID PEAK TRAFFIC PERIODS.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- GROWTH AROUND THE I-15 CORRIDOR IS CERTAIN WITHIN A 5-YEAR PERIOD UNLESS IMPROVEMENTS ARE MADE NOW. GETTING AROUND THIS AREA WILL BE AN EVEN WORSE NIGHTMARE THAN IT ALREADY IS.
- I FEEL VERY STRONG THAT WE NEED AN INTERCHANGE BETWEEN CEDAR & LINCOLN RD. AS THERE IS AN EXTENSIVE COMMERCIAL & BUSINESS OPENING AROUND CUSTER & MONTANA AS WELL AS NORTH OF THIS AREA. I WOULD LIKE TO SEE HELENA GROW IN SIZE & SEE ADDITIONAL MAJOR BUSINESSES COME IN.
- DIDN'T REALIZE HOW CONTROVERSIAL THIS WOULD BE UNTIL I SAT WITH MY WIFE TO FILL THIS OUT.
- IMPROVEMENTS TO THE CORRIDOR ARE NEEDED TO TAKE A PROACTIVE ROLE IN PLANNING FOR THE GROWTH OF HELENA WHICH IS INEVITABLE & WELCOME.
- I THINK IT IS VERY DANGEROUS, ESPECIALLY ON/OFF CAPITOL INTERCHANGE. WAS SORRY TO SEE THE CONSTRUCTION PROJECT END.
- I WANT A NEW INTERCHANGE AT FORESTVALE OR SIERRA RD. IT'S LONG OVERDUE.
- TRAFFIC CONGESTION CROSSING I-15 AT THE CAPITOL/PROSPECT INTERCHANGE NEEDS TO BE ADDRESSED. TRAFFIC IS BACKED UP IN BOTH DIRECTIONS FROM FEE ST. TO WAL-MART. ACCESS FOR EMERGENCY VEHICLES, PUBLIC ACCESS TO HOSPITALS, WORK, SHOPPING, SCHOOLS & RESIDENTIAL AREAS IS GREATLY IMPEDED BY THE CURRENT INTERCHANGE. PUTTING AN INTERCHANGE AT BROADWAY OR HWY. 282 WOULD
- COMPLETE FRONTAGE RD. FROM MONTANA CITY TO HELENA ON WEST SIDE OF I-15 TO REDUCE CONGESTION OF INTERCHANGES.
- WITHOUT AN INTERCHANGE ON CUSTER AVE., THAT WHOLE AREA WILL REMAIN A TRAFFIC NIGHTMARE. MORE PEOPLE WOULD USE THE SERVICES & BUSINESSES IN THAT AREA IF THE TRAFFIC WAS NOT SUCH A HASSLE.
- THIS CITY HAS A TRAFFIC PROBLEM, PARTICULARLY IN THE SUMMER. SOME NEW INTERCHANGES & MORE WAYS TO GET ACROSS I-15 WOULD BE VERY HELPFUL.
- ANYTHING THAT LETS ME BYPASS MONTANA AVE. TO GET INTO TOWN IS WELCOME.
- ONE MORE YEAR HAS GONE BY & ALL THEY DO IS TALK. THE INTERCHANGE BETWEEN LINCOLN RD. & CEDAR IS NEEDED & THERE NEEDS TO BE IMPROVEMENTS TO THE CAPITOL/PROSPECT INTERCHANGE.
- THE I-15 CORRIDOR'S TRAFFIC PROBLEMS ARE RELATED TO HELENA'S INTERNAL TRAFFIC PROBLEMS. MONTANA AVE. OVERPASS/UNDERPASS & THE CAPITOL INTERCHANGE ARE THE FIRST PRIORITIES. ALL OTHER PROBLEMS ARE SECONDARY & NEED ONLY MINOR CHANGES.
- WE COULD USE 2 INTERCHANGES - ONE BETWEEN MONTANA CITY & CAPITOL INTERCHANGE & ONE SOMEWHERE NORTH.
- WE HAD HOPED TO GET THE ACCESS ON SIERRA OR FORESTVALE, BUT DOUBT THAT WILL HAPPEN.
- WE NEED ON/OFF RAMPS ON CUSTER AVE. OVERPASS.
- I DON'T FEEL THAT THERE IS AS BIG OF A PROBLEM WITH THE I-15 CORRIDOR AS IT IS TRYING TO GET THROUGH TOWN TO THE INTERSTATE.
- THERE NEEDS TO BE MORE ACCESS FROM THE FRONTAGE RD. ON I-15.

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**Comment**

- CONSIDERATIONS FOR GROWTH & DEVELOPMENT SHOULD BE TAKEN INTO CONSIDERATION. SAFETY IS ALWAYS A CONCERN. I DON'T THINK EXCESS FUNDS SHOULD BE USED JUST TO MAKE IT LOOK APPEALING.
- THE VALLEY & MONTANA AVE. NEED FORESTVALE INTERCHANGE. IT WOULD TAKE CONGESTION OFF OF MONTANA AVE.
- THERE IS A NEED FOR AN INTERCHANGE NORTH OF CUSTER AVE AND SOUTH OF SIERRA RD. AS CLOSE TO CUSTER AVE AS POSSIBLE TO ACCESS SHOPKO/TARGET AREA.
- OBVIOUSLY CHANGES NEED TO BE MADE. BUT LAWSUITS FROM MEIC DON'T HELP THE PROCESS OR PROGRESS TO BE MADE. DO IT RIGHT THE FIRST TIME.
- PLEASE CHANGE/MAKE NEW THE CAPITOL EXIT/ENTRANCE ON I-15.
- LETS LEAVE THINGS THAT ARE OKAY ALONE AND FIX THE PROBLEM WITH MONTANA AVE AND THE RAILROAD CROSSING. THERE IS ONLY SO MUCH MONEY. LETS USE IT THE RIGHT WAY.
- I REFER YOU THE QUESTION 6 TO MY COMMENT. A POSSIBLE SIERRA RD ON-OFF EXIT AT SIERRA RD. CEDAR AND CUSTER CROSS OVERS SHOULD BE 4 LANES BECAUSE OF TRAFFIC LOADS. CARPOOLING LANES, THIS TOWNS NOT LARGE ENOUGH. I'VE LIVED IN DENVER & L.A. I'VE ALSO DONE CIVIL DRAFTING SO I FEEL I HAVE A GOOD UNDERSTANDING AS FAR AS TRAFFIC LOADS ON HELENAS ROADS GOES.
- I BELIEVE TOO MUCH MONEY HAS BEEN WASTED AT TAX PAYERS EXPENSE ALREADY CONDUCTING THESE TYPES OF STUDIES. I AM CURIOUS WHAT THIS WILL END UP COSTING & THE DUPLICATION OF GETTING THIS TYPE OF INFO THAT IS ALREADY AVAILABLE. HOW ABOUT HAVING THE EXPERTS FROM THE TRANS DEPT DOING IT THE WAY IT SHOULD BE.
- I WOULD LIKE TO SEE MORE FLEXIBILITY IN STATE WORKERS EMPLOYMENT HOURS. IT WOULD EASE THE TRAFFIC SITUATION COST NOTHING AND WOULD LIKELY MAKE FOR HAPPIER EMPLOYEES. MOST OF TRAFFIC COMING INTO HELENA 7-9AM & EXITING 4-6 IS DUE TO STATE WORKER OFFICES CLUSTERED. NOT NECESSARY WITH ADVENT OF E-MAIL.
- WHEN I WORKED UP THE HOSPITAL, THE CAPITOL EXCHANGE WAS REALLY BAD. I WOULD TAKE RESIDENTIAL STREETS TO BE QUICKER. NOW I DRIVE SCHOOL BUS SO I DRIVE LOTS OF ROADS. CAPITOL EXCHANGE STILL SEEMS TO BE THE WORST.
- WE ARE BOTH RETIRED - TRIPS PLANNED AS NEEDED & ADJUST TO DIFFERENT TRAFFIC PATTERNS.
- I AM RETIRED. I DO DRIVE SOME & WALK A LOT. BUT WHERE I LIVE I DON'T HAVE MUCH REASON TO CROSS I-15 OR ACCESS IT.
- EVALUATING ALL ALTERNATIVES.
- STUDY NEEDS TO ADDRESS CURRENT DEMOGRAPHICS & POSSIBLE IMPACTS. WOULD LIKE TO SEE TRAFFIC GENERATION MODELS FOR
- LESS CONGESTION, BIKE PATHS, LANES, AND BIKE RACKS INSTALLED. WALKING PATHS, CROSSWALKS, AND BENCHES WERE BUILT. CONVENIENT BUS SERVICE IMPLEMENTED.
- THE PRIMARY PROBLEM IS THAT THE CAPITOL INTERCHANGE IS THE ONLY WAY FOR TRAFFIC TO OR FROM ALL OF HELENA SOUTH OF THE RR TRACKS TO CROSS OR ACCESS I-15. AN UNDERPASS OR INTERCHANGE AT BROADWAY-WINNIE VICINITY IS #1 NEED. ALSO GET STATE AGENCIES TO STAGGER EMPLOYEE START, LUNCH, AND QUIT HOURS.

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**Comment**

- EXTRA EXITS & ENTRANCES WOULD RELIEVE ALOT OF CITY TRAFFIC ESPECIALLY DURING RUSH HOURS.
- DO WHAT NEEDS TO BE DONE TO IMPROVE TRAFFIC FLOW ON & OFF & ACROSS I-15. COORDINATED TRAFFIC LIGHTS TO KEEP TRAFFIC MOVING.
- THE CAPITOL/PROSPECT EXIT-ENTRANCE IS VERY HAZARDOUS AND NEEDS TO BE FIXED. MANY DRIVERS DO NOT KNOW HOW TO ENTER A FREEWAY.
- UNFORTUNATELY I DON'T USE I-15 ENOUGH TO GIVE AN ACCURATE DESCRIPTION OF THE TRAFFIC PROBLEMS BETWEEN MT CITY & LINCOLN, I LIVE IN TOWNSEND ON HWY 287.
- THREE LANES FROM LINCOLN RD NORTH & SOUTH BOUND TO MONTANA. AND MAKE THE OVERPASS NORTH OF MONTANA CITY ACTIVE.
- PUT AN INTERCHANGE ON CUSTER AVE & I15. WIDEN CUSTER AVE FIRST. GET RID OF OVERPASS ON CUSTER OR WIDEN IT.
- I THINK THAT AS HELENA AREA POPULATION GROWS. TRAFFIC PROBLEMS WILL ONLY INCREASE. IT WILL BE LESS EXPENSIVE & LESS DISRUPTIVE TO EXPAND OUR TRAFFIC CAPABILITIES NOW.
- LIKE TO SIERRA RD ACCESS TO CUT DOWN MONTANA AVE TRAFFIC.
- ROUTE TRAFFIC BETTER ON THE EAST-WEST ROADS GOING OVER I-15. WE NEED TO WIDEN & CHANGE THE CITY STS LEADING TO THE CAPITOL COMPLEX AREA.
- A BROADWATER INTERCHANGE & OVERPASS IS DESIRABLE. WE ARE MOVING OUT OF THE AREA SO DON'T FEEL WE SHOULD BE TOO INVOLVED IN YOUR STUDY.
- I WOULD LIKE TO HAVE SEEN THE INTERCHANGE BUILT THAT WAS PLANNED ORIGINALLY & THEN PUT ON HOLD. I THINK IT HAS BEEN STUDIED TO DEATH.
- I'M 80 PLUS YEARS OLD I'VE SO LITTLE TO DO. AND MY INPUT COULD HARDLY BE HELPFUL.
- I AM STRONGLY OPPOSED TO A CUSTER AVE INTERCHANGE. THE CUSTER AVE CORRIDOR COULD NOT SUPPORT INCREASED TRAFFIC IN TERMS OF CONDITION, SAFETY, THE FACT THAT THEIRS TWO SCHOOLS ON CUSTER. CONGESTING ETC. RECONSTRUCTING THE STRUCTURE IS NECESSARY BUT NOT AN INTERCHANGE AT THAT LOCATION. CONGESTION AND BIKE/PED ACCESS AT THE CAPITOL INTERCHANGE IS THE MOST SIGNIFICANT ISSUE.
- THE SOONER THIS PROCESS GETS STARTED THE BETTER. THE LONGER THIS IS PUT OFF, THE MORE DIFFICULT ANY CHANGES ARE GOIND TO BE IN THE FUTURE.
- PAVE THE ROAD THAT PARALLELS I-15 FROM ST PETES HOSP TO THE HWY 282 OVERPASS, IMPROVE NORTHBOUND OFF RAMP AND ON RAMP AT CAPITOL INTERCHANGE. BUILD OFF/ON RAMP AT FORESTVALE OR SIERRA.
- NEED ACCESS TO CUSTER AVE FROM I-15
- THE TWO MOST IMPORTANT IMPROVEMENTS NEEDED ARE AN INTERCHANGE AT CUSTER AND I-15. AND AN INTERCHANGES AND OVERPASS AT BROADWAY AND I-15.
- IF SIERRA RD CANNOT BE USED FOR AN INTERCHANGE BECAUSE OF THE SCHOOL LOCATED CLOSE TO I-15 ON IT, SUGGEST MOVE THE INTERCHANGE SOUTH TO FORESTVALE RD. IT IS APPARENT BUSINESS IS MOVING NORTH ON MONTANA AVE AS TARGET, REX, BANCO, PLUS OTHERS INCLUDING BIG R.

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**Comment**

- ALL 6 CORRECTIONS ABOVE ARE MINE, I EITHER RETHOUGHT THE INFO OR SIMPLY MADE THE WRONG PLACE. I BELIEVE CUSTER OVERPASS SHOULD NOT ONLY BE 4 LANES FROM MONTANA AVE TO WASHINGTON ST BUT SHOULD HAVE I-15 ACCESS (TO AND FROM).
- MY BIGGEST CONCERN IS THAT THE NORTHBOUND EXCHANGE AT CAPITOL/PROSPECT IS VERY UNSAFE. ALSO I THINK THE CUSTER AVE OVERPASS IS TOO NARROW.
- FEEL STRONGLY ABOUT THE NEED FOR A BETTER RAMP CIRCLE & MERGE LANE AT CAPITOL/PROSPECT INTERCHANGE. I HAVE SEEN MANY NEAR ACCIDENTS BECAUSE OF THE SHORTENED MERGE LANE. NEED A 3RD LANE OVER THE BRIDGE & A PED LANE. PLEASE. ALSO WE MUST HAVE ANOTHER INTERCHANGE NEAR THE AIRPORT. A CUSTER AVE I-15 INTERCHANGE WOULD HELP RELIEVE SOME OF THE N MTN AVE TRAFFIC TO
- I FEEL YOU WILL DO A GOOD JOB BECAUSE IN CARING & SENDING OUT THIS I-15 CORRIDOR SURVEY IT SHOWS YOU'RE TRYING TO PLEASE AND HELP THE CITIZENS OF HELENA & SURROUNDING AREA.
- I AM NOT REAL FAMILIAR WITH THE PROBS AT THE CAPITOL INTERCHANGE. ALTHOUGH I EXPERIENCE THE CONGESTION AT TIMES. BUT, I STRONGLY THINK WE NEED A NEW INTERCHANGE AT CUSTER AVE DUE TO CONGESTION ON MONTANA AND THE NEW GROWTH TRENDS NORTH OF CUSTER AVE.
- IMPROVEMENTS SHOULD AVOID INDUCING LEAP FROG DEVELOPMENT AND URBAN SPRAWL. CONSIDER A PED/BIKE PATH ALONG THE NORTH SIDE OF THE RR TRACKS, AS WELL AS IN BOULDER AVENUE.
- WIDEN BRIDGE ON CUSTER AVE GOING OVER I-15 & WIDEN ROAD DOWN TO YORK & LAKE RD SPLIT.
- USE EXISTING SIERRA RD OVERPASS AND ADD ON/OFF RAMPS RATHER THAN FORESTVALE. UNDERPASS/OVERPASS BROADWAY TO CARTER OR OTHER FOR ACCESS TO ST PETES/WALMART.
- I'LL BELIEVE IT WHEN I SEE IT.
- SAFE BIKE PATHS (ACROSS TOWN E-W WOULD BE GREAT. BIKE PATH ON BOULDER UNDER I-15 AND ACROSS CEDAR WOULD BE A GOOD START.
- WE NEED AN INTERCHANGE AT CUSTER & I-15. THE CAPITOL INTERCHANGE NEEDS TO BE RE-WORKED. FUNDS SHOULD BE DEVOTED TO AN OVERPASS OR UNDERPASS ON N MONTANA & RR TRACKS.
- I FEEL THIS SURVEY IS JUST A FORMALITY. I AM DISTRUSTFUL OF THE COMMITTEES MOTIVES AS I ASKED ON THE PREVIOUS PAGE WHAT HAPPENED TO THE FORESTVALE ISSUE?
- OUR FAMILY HAS BEEN INVOLVED IN TWO ACCIDENTS ON CONGESTED N MONTANA AVE WHICH HAS TO BE TRAVELED BECAUSE OF NO OTHER ACCESSES BEING AVAILABLE TO GET OFF OF THAT MAIN ST. THE MORE THE TOWN BUILDS UP NORTH. THE WORSE THE TRAFFIC IS GETTING & THE MORE ACCIDENTS ARE OCCURING.
- AN INTERCHANGE AT CUSTER AVE WOULD, IN MY OPINION, BE THE GREATEST IMPROVEMENT.



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**Comment**

- AN INTERCHANGE IS NEEDED TO MOVE I-15 TRAFFIC DIRECTLY TO THE RESIDENTIAL, MEDICAL & GOVT AREAS OF HELENA UPPER WEST SIDE WITH AN EAST-WEST HWY 12 BYPASS IN MIND. MUCH OF CONGESTION AT CEDAR & CAPITOL INTERCHANGE IS DUE TO TRACTOR TRAILER TRUCKS MOVING THRU THE INTERCHANGES.
- INTERCHANGE AT CUSTER RD NEEDED TERRIBLY. BUSINESS DEVELOPMENT EXPLODING ON N MONTANA - ACCESSABILITY? NEED ADD'L EXCHANGE ON I-15S FOR MORE DIRECT ACCESS TO HOSPITAL/MED FACILITIES, DEVELOPMENT, HOMES ETC NEAR JEFFERSON CITY.
- GET THE STUDY OVER WITH AND IMPROVE OUR ROADS ASAP.
- I BELIEVE AN ADDITIONAL INTERCHANGE AT CUSTER WOULD IMPROVE THE CHANGES OF GETTING A HOME DEPOT/LOWES AND/OR SAM'S OR COSTCO.
- NEED AN INTERCHANGE AT CUSTER.
- THE ENVIRONMENTAL INFO CTR (JIM JENSEN) SHOULD HAVE NO MORE SAY THAN ANY OTHER INDIVIDUAL. HE ALMOST SINGLE HANDED STOPPED THE FORESTVALE INTERCHANGE. WHAT ABOUT THOSE POOR PEOPLE ALONG N MONTANA AVE?
- TRAFFIC WILL CONTINUE TO INCREASE AS LONG AS THERE IS COMMUNITY GROWTH. WE NEED PLANS TO LESSEN THE NUMBER OF VEHICLES NOT JUST TO ADD INTERCHANGES AND ACCESS IE: CARPOOL, BIKES, MASS TRANSIT.
- CHANGE IS GOOD AND NEEDED.
- WITH OUR COMMUNITY GROWING & SPREADING OUT MORE. THERE WILL BE MORE TRAFFIC. I LIVED IN SLC UT FOR 7 YRS & IT IS A NIGHTMARE TO TAKE ON THIS TASK WHEN IT IS TOO LATE.
- THE OVERPASSES - EAST & WEST SHOULD BE 4 LANES ON EACH SIDE.
- I WOULD LIKE TURNING LANES WITH BIKE/PED PATHS. GROWTH IS A GIVEN AND WE HAVE AN OPPORTUNITY TO MAKE USE OF PLANNING WISELY FOR OUR COMMUNITY, NOT BY IGNORING GROWTH AND HOPING IT WILL GO AWAY. WE NEED TO FACE TRANSIT ISSUES HEAD ON. ALTHOUGH I HAVE LIVED IN E HELENA FOR ONLY 2 YRS, I LIVED IN HELENA FOR 20 YRS. I MOVED IN PART BECAUSE OF THE TRAFFIC CONGESTION.
- I LIKE THE IDEA OF TWO ADDITIONAL INTERCHANGES, BUT NOT THE IDEA OF BRINGING MORE TRAFFIC AND/OR RESIDENTS TO HELENA.
- AN INTERCHANGE AT 282 & AT BROADWAY ARE NEEDED. THE CHANGE AT CEDAR ST WAS A WASTE OF MONEY. IT SHOULD HAVE BEEN PUT TO AN INTERCHANGE AT CUSTER WHICH WOULD HAVE GOT 90% OF THE CEDAR TRAFFIC COMING OFF WASHINGTON. AT CHANGE AT BROADWAY WOULD RELIEVE THE PROSPECT TRAFFECT BY PROBABLY 50% IMPROVEMENTS HAVE BEEN NEEDED FOR 30 YRS.
- SEEMS TO ME THAT OTHER STUDYS HAVE SHOWN NEEDS FOR THIS CORRIDOR, WHAT HAPPENED TO THEM? AN INTERCHANGE IS NEEDED NORTH OF CUSTER TO SERVE THE VALLEY, RELIEVING INTERIOR THOROUGHFARES OF INCREASING TRAFFIC DUE TO INCREASING GROWTH IN THE VALLEY.
- I AM CONCERNED THAT PUTTING AN INTERCHANGE FROM I-15 THROUGH RESIDENTIAL AREAS THAT IT WOULD HAVE A MAJOR EFFECT ON PROPERTY VALUES, INCREASED TRAFFIC, THERE IS ALSO A SCHOOL LOCATED CLOSE BY AND SHOULD NOT EVEN BE CONSIDERED.

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**Comment**

- I THINK ANOTHER INTERCHANGE IS NEEDED BETWEEN S-282 & CAPITOL/PROSPECT INTERCHANGES. I THINK SIERRA RD DESERVES AN INTERCHANGE. I THINK MONTANA AVE SHOULD BE 4-5 LANES. I THINK IMPROVING MONTANA AVE WILL REDUCE LOCAL PRESSURE ON CAPITOL/PROSPECT INTERCHANGE.
- I AM 78 YRS OF AGE AND RETIRED. I CONTINUE TO DRIVE AND USE THE I-15 CORRIDOR ON A REGULAR BASIS. FOR VARIOUS REASONS I TRY TO AVOID PEAK TRAFFIC HOURS AND HAVE HAD NO PROBLEMS. I FIND THE EXISTING INTERCHANGES AND CONDITIONS SATISFACTORY FOR ME BUT REALIZE THAT WORKING PEOPLE MAY HAVE CONCERNS THAT I AM NOT AWARE OF.
- THE CAPITOL/PROSPECT INTERCHANGE IS DANGEROUS WITH CARS GETTING ON GOING NORTH ON I-15 AND CARS COMING FROM THE SOUTH ON I-15 GETTING OFF ON THE INTERCHANGE.
- KEEP THE MEIC OUT OF IT.
- UNLESS AN EXIT IS PLACED AT CUSTER AVE AND ANOTHER EXIT PAST/BEFORE THE CAPITOL/PROSPECT AND MONTANA AVE WIDEN TO LANES TO AT LEAST LINCOLN RD. THE TRAFFIC PROBLEM WILL NOT IMPROVE.
- TELL MEIC TO BUTT OUT & GO AHEAD & BUILD THE FORESTVALE INTERCHANGE.
- THE EAST/WEST BARRIERS CAUSED BY I-15 ARE A REAL PROBLEM. IT PUTS TOO MUCH PRESSURE ON OTHER ARTERIAL AND URBAN COLLECTOR ROUTES. FEE ST, 11TH AVE & PROSPECT ARE TOO CONGESTED. I BELIEVE THE BEST ALTERNATIVES TO CONSIDER ARE WIDENING OF THE CUSTER AVE OVERPASS, NOT AN INTERCHANGE, TO ACCOMODATE PED/BIKE TRAFFIC. A NEW INTERCHANGE SHOULD BE CONSIDERED SOUTH O
- KEEP EVERYONE INFORMED OF ANY PLANS OR CHANGES. WHAT WILL IT COST? WILL IT RAISE OUR PROPERTY TAX? WILL THE WORK BE DONE BY OUR OWN CONTRACTORS? GIVE OUR WORKERS THESE JOBS, IF OR WHEN IT HAPPENS.
- CANNOT WAIT UNTIL YOU GET STARTED. HELENA DESPARATELY NEEDS THIS ACCESS FOR GROWTH & I NEED IT FOR A JOB. I'M A FLAGGER.
- JUST MORE EXITS AND ON RAMP FROM CEDAR TO LINCOLN
- FORESTVALE WOULD BE THE STUPIDIST PLACE TO PUT AN INTERCHHANGE. CUSTER WOULD BE MORE LOGICAL.
- CORRIDOR DEVELOPMENT IS A TWO-EDGED SWORD. ON THE ONE HAND NO DEVELOPMENT MEANS MORE CONGESTION IN RESIDENTIAL AREAS AND OTHER SAFETY ISSUES. BUT DEVELOPMENT MEANS A SLEW OF ADVERSE EFFECTS, INCLUDING MORE UNPLANNED DEVELOPMENT WHICH THREATENS GROUNDWATER, OTHER ENVIRONMENTAL ISSUES.
- SAFETY FIRST. FIX CAPITOL EXCHANGE FIRST THEN CONSIDER SPENDING ELSEWHERE. HURRY BEFORE SOMEONE IS KILLED.
- RECOMMEND INTERCHANGE AT I-15 & BROADWAY. WILL PROMOTE GROWTH EAST OF 115 & SOUTH OF PROSPECT. RECOMMEND INTERCHANGE AT I-15 & CUSTER. PROVIDES EASY ACCESS TO BUSINESSES.
- I THINK SOME KIND OF EXCHANGE IS NEEDED IN THE NORTH VALLEY BECAUSE OF GROWTH ALTHOUGH IT DOESN'T EFFECT WHERE WE LIVE

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- I TRAVEL EAST & WEST FROM HELENA MORE OFTEN THAN I DO NORTH AND SOUTH. THEREFORE BEING ABLE TO CROSS THE INTERSTATE IS MORE IMPORTANT TO ME THAN ENTERING OR EXITING. ALTHOUGH I DON'T OFTEN CROSS I-15 DURING RUSH HOURS, I HAVE OFTEN CAUGHT IN TRAFFIC SLOW MOVING TRAFFIC HEADING EAST ON I1TH AT 5PM. PERHAPS THIS PROBLEM COULD BE LESSENER BY ADDING AN OVERPASS
- I DON'T USE IT MUCH & I'M WORRIED ABOUT HOW THE IMPROVEMENTS WILL BE FUNDED. IT'S REALLY NO PROBLEM FOR ME THE WAY IT IS NOW.
- PUT LIGHTS AT ALL INTERCHANGES.
- THERE NEEDS TO BE ONE ACCESS SOUTH COMING INTO TOWN AT JEFF CO LINES & ONE AT CUSTER (ITS OLD & NEEDS RENOVATING.) TO GET PEOPLE INTO AND OUT OF TOWN WHERE THEY NEED TO GO INSTEAD INTO CENTER & THEN OUT. NO GOOD ACCESS THROUGH CITY OR AROUND CITY FOR TRUCK TRAFFIC.
- DON'T FORGET TO CONTINUE STUDY OF THE BROADWAY AVE UNDERPASS. WHERE ARE THE QUESTIONS CONCERNING A FRONTAGE RD FROM MONTANA CITY TO HELENA?
- ALTHOUGH I REALIZE CONGESTION FROM COMMUTERS OF MONTANA CITY SOUTH ON THE CAPITOL INTERCHANGE, ADDING AN INTERCHANGE AT BROADWAY WOULD ADD ALOT OF TRAFFIC IN THE HOSPITAL ZONE AND FURTHER IMPACT BROADWAY. IT SEEMS THAT GROWTH IS OCCURRING IN N HELENA.
- WE NEED ACCESS TO I-15 AT YORK RD ALSO SIERRA RD.
- WHATEVER HAPPENED TO THE FORESTVALE INTERCHANGE?
- I FEEL THAT AN INTERCHANGE AT SIERRA RD IS THE BEST IDEA. THE MONEY SAVED OVER THE FORESTVALE INTERCHANGE WOULD GO A LONG WAY TOWARDS MOVING ROSITTER SCHOOL SOMEPLACE ELSE OUT OF THE FLOOD PLANE.
- WE NEED AN ADDITIONAL INTERCHANGE IN THE VALLEY AT CUSTER AVE OR NORTH NOW, TO EASE TRAFIC CONJESTION ON MT AVE AND WE WILL NEED SOME IMPROVEMENTS BETWEEN MT CITY & PROSPECT IN THE FUTURE.
- THE I-15 TRAFFIC CONGESTION IS CAUSED BY CITY STREET PROBLEMS WHICH WILL NOT BE ALLEVIATED BY THIS PROJECT.
- I WOULD STRONGLY SUPPORT HAVING DIRECT ACCESS FROM THE HOSPITAL TO I-15. I'M SURPRISED THIS HASN'T BEEN DONE YET. IT WOULD PROVIDE QUICKER AMBULANCE SERVICE.
- PLEASE IMPROVE THE ABILITY OF BICYCLISTS AND PEDESTRIANS TO CROSS I-15 WITHOUT BEING KILLED BY MOTOR VEHICLES.
- THERE NEEDS TO BE ADDITIONAL ACCESSES AT TARGET W/ALL THE NEW SHOPPING GOING ON. PUTTING AN ACCESS NEAR BROADWAY WOULD RELIEVE THE ONE-WAY'S EAST & WEST DURING RUSH HOURS.
- FIX PEDESTRIAN SAFETY ON CAPITOL OVERPASS IMMEDIATELY, ENCOURAGE CAR POOLING.
- THE PEOPLE WHO HAVE CHOSEN TO LIVE OUTSIDE THE CITY AT HELENA, AND HAVE TO COMMUTE TO WORK, SHOULD BE WILLING TO ENDURE A FEW INCONVENIENCES.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- THE BEST IMPROVEMENT OVERALL WOULD BE TO ELIMINATE THE RR CROSSING ON MTN AVE. ALSO, THE DESIGN OF THE CAPITOL OFF RAMP IS POOR AND DANGEROUS. MONEY WOULD BE BETTER SPENT IMPROVING THAT, AND THE ACCESS TO THE SOUTHBOUND RAMP OFF CEDAR.
- MONTANA AVE IMPROVEMENTS SHOULD BE MADE BEFORE IMPROVEMENTS TO I-15 CORRIDOR.
- PEOPLE LIVING IN THE VALLEY NEED EASIER ACCESS TO GET INTO TOWN. IT'LL TAKE SOME TRAFFIC OFF MONTANA AVE.
- DON'T RUSH - CONSIDER WHAT IS NEEDED BUT HELPFUL DON'T OVERDO IT. FIX MAJOR INTERCHANGES, CAPITOL, CEDAR, WHERE THERE ARE BIG PROBLEMS THAT AFFECT MANY PEOPLE.
- I WOULD VERY MUCH LIKE TO SEE AN INTERCHANGE AT CUSTER AVE IN ATTITION TO ONE IN THE VALLEY. I THINK THIS COULD GREATLY IMPROVE TRAFFIC FLOW THROUGH TOWN AND OFFER AN ALTERNATIVE TO TRAIN WATCHING & WAITING AT MONTANA AVE.
- BETTER LIGHTING AT CEDAR STREET INTERCHANGE (NORTHBOUND OFF RAMP)
- I FEEL IT WOULD BE OF GREAT BENEFIT TO THE PEOPLE OF THE NORTH VALLEY AREA IF AT LEAST TWO INTERCHANGES WERE BUILT TO BLEED OFF THE TRAFFIC ON MONTANA AVE. PEOPLE WHO WORK IN TOWN AND THE CAPITOL AREA AND LIVE IN THE NORTH VALLEY AREA WOULD USE THE I-15 HWY TO COME TO WORK AND GO HOME THUS REMOVING TRAFFIC FROM MONTANA AVE AND THE PRESENT UPGRADE ON MONTANA
- I THINK THAT L&C CO RESIDENTS HAVE WAITED WAY TOO LONG FOR AN IMPROVEMENT AND IT WOULD BE A MISTAKE TO HAND IT OVER TO JEFFERSON CO AS L&C CO PAYS WAY TOO MUCH TO SUPPORT JEFFERSON CO NOW. (WITH THE WAY TAXES ARE PAYED & JEF CO STUDENTS ATTEND HELENA SCHOOLS W/O TAX SUPPORT), ENOUGH ALREADY.
- FORESTVALE WAS ROBBED FROM US LAST TIME. DON'T LET IT HAPPEN AGAIN.
- RESIDENTS ON MONTANA AVE WOULD BENEFIT GREATLY FROM AN INTERCHANGE AT SIERRA RD. THOUSANDS OF CARS TRAVEL BETWEEN CEDAR ST AND LINCOLN RD. AN INTERCHANGE AT SIERRA RD WOULD DIVERT A LARGE PERCENTAGE OF THOSE VEHICLES.
- YOU SHOULD CONSIDER UPGRADING CAPITOL INTERCHANGE & ALSO RECONSTRUCTING CUSTER AVE O.P. TO A FULL INTERCHANGE AND PROVIDE A CONNECTION TO US 12 WEST OF TOWN AS A BYPASS FOR TRUCKS.
- BOTH PROSPECT AVE INTERCHANGE AND CEDAR ST INTERCHANGE ARE MAJOR TRAFFIC BOTTLENECKS WITH NO SAFE PEDESTRIAN OR BICYCLE ACCESS.
- THE SOUTH-EAST PART OF HELENA IS EXPERIENCING A HIGH RATE OF GROWTH WITH MORE PLANNED. YET THERE IS A VERY POOR SYSTEM OF FEEDER STREETS TO ACCESS THE CAPITOL/PROSPECT INTERCHANGE. THE SITUATION AT MONTANA AVE & CUSTER DUE TO UNPLANNED DEVELOPMENT AND THE LACK OF AN ALTERNATE ROUTE FOR COMMUTER TRAFFIC WILL CONTINUE TO DETERIORATE.
- IT WOULD BE GOOD TO PUT IN AN INTERCHANGE AT BROADWAY/I-15. AND TAKE OUT ALL THE STOP SIGNS ON BROADWAY - MAKING BROADWAY ANOTHER MAJOR ACCESS ROUTE TO THE DOWNTOWN AREA.
- PLAN WELL AND THEN DO IT IN A TIMELY MANNER. EXISTING IMPROVEMENTS HAVE TAKEN TOO LONG.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- HURRY THE HECK UP WHEN DOING THE CONSTRUCTION. STOP CLOSING LANES AT 7:30 AND AT 5, ITS A REAL PAIN IN THE ASS. WOULDN'T MAKE SENSE TO HAVE PEOPLE FROM MONTANA CONDUCT THE SURVEY?
- I FEEL THE IMPROVEMENTS WILL HELP HELENA GROW AN INTERCHANGE BETWEEN MT CITY & PROSPECT WILL DEVELOP NEW AREAS AND PROVIDE ACCESS. AN INTERCHANGE AT FORESTVALE WILL HELP IN SAME WAYS AS ABOVE.
- THE MOST IMPORTANT PROBLEM IS GETTING EAST TO WEST OR WEST TO EAST THROUGH TOWN ON 12 TO GET TO INTERSTATE 15. OVERPASS OR UNDERPASS ON MONTANA AVE WOULD HELP TO MOVE PEOPLE FROM THE VALLEY TO WORK. IF WE JUST FIX THE CORRIDOR ON I-15, THIS IS NOT ENOUGH TO FIX THE PROBLEMS.
- THERE IS AN UNIMPROVED FRONTAGE RD CONNECTING RTE 282 TO COLONIAL DR. IF THAT RD WAS TO BE IMPROVED AND PAVED, IT WOULD TAKE THE PRESSURE OFF THE CAPITOL INTERCHANGE.
- I BELIEVE THAT AN INTERCHANGE BETWEEN LINCOLN RD AND SIERRA RD (POSSIBLY AT SIERRA RD) SHOULD BE CONSTRUCTED AND TIED TO A LIMITED ACCESS NW BYPASS FROM SIERRA RD TO THE INTERSECTION OF LYNDALE AVE AND WILLIAMS ST. THIS INTERCHANGE WOULD ALSO PROVIDE EASY ACCESS TO THE FRONTAGE RD SOUTHBOUND TO CUSTER AND HENCE TO THE AIRPORT.
- LIVE & WORK IN DOWNTOWN AREA - WALK TO WORK.
- WE HAVE WAITED TOO LONG, SOMETHING SHOULD HAVE BEEN DONE 15-20 YEARS AGO WITH ALL THE GROWTH SOUTH & NORTH OF HELENA.
- I BELIEVE THAT THE PROSPECT EXCHANGE NEEDS CONVERSION. THE DISTANCE BETWEEN THE ENTRANCE FROM THE WEST TO THE NORTH & THE EXIT ON I-15 FROM THE SOUTH ARE TOO CLOSE.
- FORGET THE FORESTVALE INTERCHANGE & MAKE SIERRA RD AN INTERCHANGE. NEED ANOTHER INTERCHANGE SOUTH OF PROSPECT.
- ENVIRO GEEKS NEED A SOCK STUFFED IN THEIR MOUTH.
- WE NEED AN EXIT AT CUSTER AVE AND PROBABLY ANOTHER EXIT BETWEEN HERE AND LINCOLN RD. THE CAPITOL INTERCHANGE IS DANGEROUS AND NEEDS TO BE REDESIGNED.
- MORE INTERCHANGES, MORE SUBDIVISIONS, STRIP MALLS.
- MAKING A SECONDARY RD TO GET ON & OFF IN SOME AREA FOR RD 12 & I-15. MAKE AN OVER OR UNDERPASS ON MONT. AVE & WIDENING IT OUT FOR 4-5 LANES.
- GO FORWARD WITH SIERRA RD INTERCHANGE, INTERCHANGE AT CUSTER & I-15. INTERCHANGE SOUTHEAST OF MT PETERS HOSPITAL CONNECTING TO WINNIE OR BROADWAY, EXTEND BOOTH OR HELENA/RAILROAD AVENUES UNDER I-15 TO CUSTER DR.
- IT WOULD BE WISE TO BE CAREFUL NOT TO IMPACT RESIDENTIAL AREAS TOO MUCH, BUT BUSINESS AREAS WOULD WELCOME THE TRAFFIC. MOST PEOPLE DON'T MIND BIKES OR WALKERS BUT DON'T WANT MORE TRUCKS, BUSES OR CARS IN THEIR NEIGHBORHOOD.
- I FEEL THAT PRESENTLY OUR PROBLEMS ARE RELATIVELY MINOR. HOWEVER, I ALSO FEEL THAT WE NEED TO PREPARE NOW FOR FUTURE GROWTH OR WE WILL FIND OURSELVES UP AGAINST MUCH MORE DIFFICULT PROBLEMS. IT WOULD BE EASIER TO FIX IT NOW, RATHER THAN WAIT UNTIL TRAFFIC IS VERY CONGESTED.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- DO NOT TRAVL IN THE I-15 AREA DURING PEAK TRAVEL TIMES. HARD TO ANSWER SURVEY AS TO WHAT IS NEEDED OR HOW BAD THE CONGESTION IS.
- THE HELENA VALLEY IS IN STRONG NEED OF INTERSTATE ACCESS NORTH OF CUSTER AVE BETWEEN CUSTER AND LINCOLN RD.
- WE NEED A FRONTAGE RD ON THE WEST SIDE OF I-15 BETWEEN MT CITY AND HELENA.
- FIGURE OUT A WAY TO REDUCE CONGESTION AT LIGHTS ON 11TH AVE.
- THOUGHT SHOULD BE GIVEN TO UTILIZING EXISTING OVERPASSES THAT ARE NOT CURRENTLY INTERCHANGES. ALSO AS TO WHERE THE MAJORITY OF OUT OF TOWN TRAFFIC IS COMING FROM, MY GUESS, FROM NORTH VALLEY & LAKE AREAS MORE SO THAN MONT CITY AREA. THAT SHOULD DICTATE TO A LARGE DEGREE WHERE IMPROVEMENTS ARE MADE.
- KEEP UP THE GOOD WORK. IT WILL BE NICE TO MODERNIZE THIS AREA AND DISTRIBUTE THE TRAFFIC FLOW A LITTLE BETTER, THANKS.
- WE NEED AN INTERCHANGE AT CUSTER. IMPROVE CUSTER WEST TO US 12 AND EAST TO LAKESIDE. ON INTERCHANGES AT 100 IN CULVERT BY THE HWY DEPT AND ACCESS TO IT. WE NEED NOT ONLY TO BUILD INTERCHANGES, BUT IMPROVE STREETS AND ARTERIALS. IT'S BEEN 40 YEARS SINCE HELENA HAD AN ARTERIAL BUILT.
- I'M SORRY WE ARE UNABLE TO FILL THIS OUT AS WE LIVE IN TOWNSEND & DO NOT DRIVE THIS ROUTE ON A REGULAR BASIS.
- I BELIEVE THAT AN OVERPASS OR UNDERPASS ON RAILROAD CROSSING ON MONTANA ST IS WHAT IS REALLY NEEDED. ADDITIONAL INTERCHANGES BETWEEN CEDAR AVE AND LINCOLN RD WOULD REDUCE TRAFFIC ON N MONTANA, CEDAR AVE, AND CUSTER AVE PROVIDING MUCH NEEDED ACCESS TO THE NORTH VALLEY AREA.
- A STRONG, FREE, ACCESSABLE, UNIMPEDED E W ROUTE THROUGH OR AROUND HELENA. WE NEED AT LEAST ONE MORE ACCESS ON THE NORTH SIDE OF TOWN. AS PART OF EERY ROAD CONTRACT WE SHOULD REQUIRE A PED/BIKE PATH TO BE CONSTRUCTED ALONG THE SAME ROUTE. 4 LANES FROM HELENA TO THREE FORKS. FORESIGHT INSTEAD OF FIREMEN. LOOK TO THE FUTURE INSTEAD OF ALWAYS PUTTING OUT FIRES.
- THE OFF RAMP AT CAPITOL/PROSPECT INTERCHANGE IS DANGEROUS.
- THERE IS SOME CONGESTION BUT IT IS NOT TERRIBLE. LETS STAGGER WORKING HOURS AND KEEP THE COMMUNITY STYLE AS IS.
- WE JUST MOVED FROM SALT LAKE CITY AND PORTLAND, OREGON SO WE KNOW WHAT HEADACHES CONSTRUCTION CAN BRING. NOT SURE IT IS NECESSARY HERE EXCEPT FOR SOME SELFISH REASONS, BUT THOSE ASIDE. IT DOESN'T APPEAR TO REALLY BE A PROBLEM HERE.
- NEEDS 2 NEW INTERCHANGES. CUSTER AND SOUTH OF CAPITOL/PROSPECT. ALREADY IMPROVING THE CEDAR STREET INTERCHANGE. MONT CITY HAS ALREADY BEEN IMPROVED WITH BIKE & PED LANE OVER I-15. DON'T NEED AN INTERCHANGE ON SIERRA.
- I WOULD PREFER AN INTERCHANGE AT CUSTER. IT MAKES TRAVEL & SHIPPING MUCH EASIE RATHER THAN TO HAVE TO WIND THROUGH TOWN.
- BUILD IT RIGHT THE FIRST TIME SO WE DON'T HAVE TO DO IT AGAIN BECAUSE OF INCREASE TRAFFIC/POPULATION.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- FORGET FORESTVALE. JUST FINISH THE INTERCHANGE AT CUSTER TO RELIEVE PROBLEMS AT CEDAR AND IMPROVE ACCESS TO WORK, BUSINESS, RECREATION, AIRPORT AND RESIDENTIAL AT CUSTER. COSTS FAR LESS THAN A NEW INTERCHANGE. IF ACCESS IS NEEDED BETWEEN CUSTER & LINCOLN, COMPLETE THE INTERCHANGE AT SIERRA. THE SCHOOL PARKING LOT CAN BE MOVED. AGAIN FOR LESS COST, BETTER USE
- ANOTHER INTERCHANGE WOULD BE OF NO USE IF WE DON'T HAVE THE NECESSARY ARTERIES TO ABSORB TRAFFIC WITHOUT DESTROYING NEIGHBORHOODS. A BYPASS FROM I-15 TO HWY 12 WEST WOULD BE REQUIRED IF A NEW INTERCHANGE IS BUILT. IT APPEARS THAT THE SUBURBAN POPULATION HAS MORE PROBLEMS (AS WELL AS THE SOURCE OF PROBLEMS) THAN HELENA RESIDENTS.
- IMPROVE N.B. OFF RAMP TO PROSPECT AVE WEST. IMPROVE RAMPS ON & OFF CEDAR ST. WIDEN CUSTER AVE OVERPASS. INTERCHANGE AT FORESTVALE (CEDAR TO LINCOLN).
- IT SEEMS THERE NEEDS TO BE BETTER ACCESS TO THE AIRPORT AND THE NORTH END OF TOWN. SOMETHING SHOULD HAVE BEEN DONE LONG AGO, BUT NOW THE NEED EXISTED SEVERAL YEARS AGO FROM WHAT I GATHER.
- THE INTERCHANGES ARE DANGEROUS AND NEED TO BE RECONSTRUCTED.
- EXCHANGE ON SIERRA RD. BRINGING WASHINGTON ST & THE FRONTAGE RD INTO ALIGNMENT FOR SAFETY AND BETTER TRAFFIC FLOW.
- TRAFFIC IS ALREADY OUT OF CONTROL. THIS PROJECT NEEDS TO HAPPEN ASAP.
- THIS HAS TAKEN WAY LONGER THAN IT SHOULD HAVE.
- I THINK IMPROVEMENTS NEED TO BE MADE FOR SAFETY REASONS. ALSO, THE CONGESTION IS A PROBLEM AT PEAK TRAFFIC TIMES. EVEN PAVING THE FRONTAGE ROAD ON THE WEST SIDE OF I-15 WOULD HELP.
- THE FORESTVALE INTERCHANGE WAS PLANNED, FUNDED RIGHT AWAY, SECURE, READY TO BE BUILT UNTIL THE ENVIRONMENTAL WHACKOS (JENSEN AND THE ENVIRONMENTAL INFORMATION BUNCH) DESTROYED IT. THEY SEEM TO GET THEIR WAY, SO I SUPPOSE WE WON'T GET ANY RELIEF FOR THE TRAFFIC ON MONT AVE.
- THE EXIT AND ENTRANCE LANES AT THE PROSPECT INTERCHANGE - TRAFFIC ENTERING AND LEAVING THE INTERSTATE ARE ESSENTIALLY USING THE SAME SPACE.
- I'M A DELIVERY DRIVER FOR UPS, SO I SEE THE DAILY CONGESTION EVERY DAY. I THINK THE I-15 CORRIDOR NEEDS MORE INTERCHANGES, AT LEAST TWO. BOTH OF WHICH NEED TO BE FOUR LANES WITH TURN LANES AND LIGHT CONTROLLED. THE CAPITOL AND CEDAR STREET INTERCHANGES JUST CAN'T HANDLE ANY MORE GROWTH.
- IF MORE INTERCHANGES ARE PUT IN, IT WILL ADD TO CONGESTION AT TWO EXISTING ONES CARRYING TRAFFIC TO TOWN.
- I BELIEVE IMPROVEMENTS ARE NECESSARY. GROWTH WILL HAPPEN NO MATTER WHAT GETS DONE ON THE CORRIDOR. IT'S BETTER TO GET STARTED NOW IN A PLANNED FASHION. GOOD LUCK!
- THINK IT'S JUST FINE NOW. BUT MAY NEED IMPROVEMENT IN THE FUTURE.
- A MISPLACED FOCUS. THERE SHOULD BE AN EMPHASIS ON US 12 THROUGH TRAFFIC ROUTING INSTEAD.
- SEEMS A WASTE OF MONEY (TAX MONEY) TO ME. WHAT'S WRONG WITH IT AS IT IS?

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- JUST GET IT BUILT.
- I THINK WE NEED AN INTERCHANGE AT CUSTER AVE.
- IN GENERAL, THE PROJECT SHOULD UNBURDEN TRAVEL WITHIN THE CITY BY MAKING CUSTER EASIER TO ACCESS, IMPROVING SAFETY, ETC. IT SHOULD NOT CREATE A HIGH SPEED CONDUIT FOR N. JEFFERSON OR N. VALLEY GROWTH. THE SPRAWL WILL SOON RESEMBLE A MINI-COLORADO FRONT RANGE.
- AN UNDERPASS OF I-15 FROM BROADWAY TO 18TH ST. WITH A TURNING LANE ON 18TH AND UNDERPASS TO BROADWAY WILL ALLEVIATE WORKER TRAFFIC AT CAPITOL INTERCHANGE. ALSO, CONNECT COLONIAL DR WITH FRONTAGE RD TO MOUNTANA CITY. THIS WILL HELP ALLEVIATE I-15 TRAFFIC. FINALLY, ONE MORE INTERCHANGE AT FORESTVALE WOULD BE BENEFICIAL TO HELENA VALLEY TRAFFIC ON MONTANA AVE.
- I FEAR THAT A BROADWAY EXIT WILL HAVE A NEGATIVE IMPACT ON THE RESIDENTIAL QUALITY OF THE NEIGHBORHOODS IN THE SOUTHEAST PART OF HELENA.
- OF COURSE, THE CONGESTION REQUIRES SOLUTIONS. I HOPE, HOWEVER, THE SOLUTIONS DON'T DIRECT MORE GROWTH WHERE IT'S CONTINUING TO EAT INTO OPEN AGRICULTURAL LANDS.
- CONGESTION ON 11TH GOING EAST IS GETTING WORSE & WORSE AROUND 4 PM ON.
- MAKE AN INTERCHANGE AT CUSTER.
- BUILD AN OVERPASS EXCHANGE AT CUSTER & I-15 NOW.
- STOP LIGHT AT SOUTHBOUND EXIT TO PROSPECT WESTBOUND SHOULD BE BETTER DESIGNED OR MORE CLEARLY DEFINED SO FREE RIGHT TURNING VEHICLES CAN SEE BETTER. LONG TRUCKS SHOULD BE BANNED OR A LIGHT SYSTEM INSTALLED TO GET THEM FROM PROSPECT WESTBOUND TO I-15 SOUTH.
- THE INTERSTATE SYSTEM WAS SETUP TO HELP TRAFFIC GET FROM MAJOR POPULATION CENTERS TO ANOTHER CENTER, NOT TO HELP LOCALS WITH LOCAL TRAFFIC PROBLEMS. WE MOVED TRAFFIC FROM THE SMALL CITIES TO THE INTERSTATE SYSTEM. NOW IT SEEMS WE ARE TRYING TO MOVE THE TRAFFIC OUT OF THE CITIES ONTO THE INTERSTATE SYSTEM, BUT STILL WITHIN THE CITY. THE INTERSTATE IS DOING IT
- MAYBE AN OFFRAMP ABOUT BROADWAY & THE CAR WAX OR SOUTH OF THE CAR WASH RACK ON COLONIAL RD. DIVERT TRAFFIC FROM MEDICAL CENTERS & ST. PEATS HOSPITAL & EVEN SOME OF STATE TRAFFIC DOWN BORADWAY AVE TO I-15.
- EXCHANGES NEEDED SOUTH & NORTH EXISTING STREETS AFFECTED IN TOWN NEED TO BE ONE WAY.
- NEED INTERCHANGE ON CUSTER AVE WITH A EAST/WEST BUSINESS ROUTE TO RELIEVE TRAFFIC ON 11TH & PROSPECT.
- A FOUR LANE EAST-WEST BYPASS ON EITHER NORTH & SOUTH SIDES OF HELENA WHICH AVOIDS SCHOOLS & RESIDENTIAL AREAS. A BYPASS WHICH WOULD COMPLETELY SKIRT AROUND THE OUTSIDE OF THE CITY LIMITS.
- YEARS AGO, A MAN WAS GOING TO PAY FOR AN INTERCHANGE. ALL THE WEALTHY PEOPLE IN THE AREA SHUT THE PROJECT DOWN. NOW, COSTING MILLIONS OF DOLLARS MORE WE AS TAXPAYERS HAVE TO PAY.
- SPEED UP YOUR SURVEYS & TAKE INTO CONSIDERATION OF AN EAST-WEST BYPASS.



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**Comment**

- SAVE YOUR MONEY ON A SURVEY & BUILD IT AT FORESTVALE. IT'S COMMON SENSE TO HAVE ONE HERE. IF YOU DON'T BELIEVE ME, TAKE A TRIP DOWN N. MONTANA AT 5 P.M.
- NEED INTERCHANGE AT CUSTER AVE. & IMPROVE CUSTER AVE. NEED BETTER LIGHT CONTROL AT CAPITOL & CEDAR STREET INTERCHANGE. IMPROVE LEFT TURNS AT CAPITOL & CEDAR STREET INTERCHANGE.
- SOMETHING HAS TO BE DONE ABOUT MONTANA AVE. FROM HELENA AVE. TO CAPITOL. ANOTHER EXCHANGE WOULD HELP. WE NEED A TRUCK ROUTE.
- CUSTER AVE. WOULD SEEM TO BE THE BEST SITE. GETTING ONTO I-15 GOING NORTH CAN BE DANGEROUS (PROSPECT INTERCHANGE).
- I THINK THE ONLY THING REALLY NEEDED AT THIS POINT IS ACCESS TO I-15 FROM THE CUSTER OVERPASS.
- WITH THE INCREASING POPULATION, GROWTH IN SOUTHEAST HELENA & MT. CITY AREA. THERE IS A DIRE NEED TO CHANNEL PEOPLE AWAY FROM THE CAPITOL, ST. PETERS HOSPITAL, ETC. ONTO THE FREEWAY WITHOUT HAVING TO STACK THEM ALL UP AT THE CAPITOL INTERCHANGE.
- I KNOW YOUR DEPT. IS MORE EXPERT IN THESE MATTERS THAN I AM. I HAVE LIVED IN ATLANTA & W. PALM BEACH. SO TRAFFIC HERE IS NO PROBLEM.
- ACCESS FROM & TO I-15 FROM EAST & WEST THAT WOULD BYPASS THE MAIN PART OF TOWN FOR THRU TRAFFIC GOING EAST & WEST. THIS ACCESS SHOULD ALSO SERVICE STREETS FURTHER INTO TOWN GOING NORTH & SOUTH.
- I DO NOT TRAVEL ON I-15. MY CONCERN IS STREETS WITHIN HELENA SUCH AS 11TH AVE. & NORTH & WEST STREETS INTO 11TH IN CAPITOL-HOSPITAL AREA. I'M AFRAID I WAS UNABLE TO ANSWER VERY WELL, I JUST KNOW TRAFFIC IN THIS PART OF HELENA IS GETTING MORE DIFFICULT.
- HEADING NORTH ON I-15 GETTING ON THE OFFRAMP ONTO LINCOLN RD. - IF YOU ARE TURNING EAST ONTO LINCOLN RD., YOU CANNOT SEE ONCOMING VEHICLES.
- NEED INTERCHANGE AT STATE HWY. 282. NEED BETTER ON/OFF ACCESS FOR I-15 NORTHBOUND CAPITOL INTERCHANGE. NEED TO WIDEN CUSTER OVERPASS. NEED INTERCHANGE AT SIERRA.
- PLEASE FIND A WAY TO BUILD A CUSTER AVE. INTERCHANGE. FORESTVALE OR SIERRA WOULD BE OK, BUT IT WON'T HELP CONGESTION ON MONTANA OR UNITE THE CITY AS WELL AS CUSTER WOULD.
- I DO BELIEVE THERE SHOULD BE A BETTER ACCESS & REGRESS FROM I-15 TO OUR HOSPITALS & CAPITOL BUILDINGS AS THIS IS WHERE MOST OF PEOPLE PUT IN THEIR TIME (WORKING?) WHICH WOULD TAKE LOTS OF TRAFFIC FROM OTHER ROADS & STREETS. PLEASE LOOK AHEAD & MAKE 4 TO 5 LANES TO BE USED TO & FROM WORK, ETC. IT MAY COST MORE NOW, BUT CHEAPER IN THE LONG RUN.
- I LIVE IN THE VALLEY & WOULD BE VERY INTERESTED IN SEEING ANOTHER INTERCHANGE NORTH OF THE CEDAR ST. INTERCHANGE. I WOULD LIKE TO SEE SOME OF THE NORTH MONTANA AVE. TRAFFIC DIVERTED TO I-15. NORTH MONTANA (NORTH OF CUSTER) IS VERY CONGESTED AT TIMES.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- A DRIVER'S EDUCATION COURSE TO TEACH ADULTS HOW TO MERGE WOULD SOLVE 1/4-1/2 OF THE ONRAMP CONGESTION. OUR STATE IS TOO RURAL FOR DRIVERS TO ACQUIRE CITY DRIVING SKILLS LIKE MERGING.
- I FAVOR A FORESTVALE OR SIERRA INTERCHANGE TO REDUCE TRAFFIC ON MONTANA AVE. BUSINESSES ALONG MT. AVE. SHOULD HAVE CONNECTED PARKING LOTS & AN ALLEY BEHIND.
- THE ON/OFF RAMPS ON THE WALMART SIDE OF I-15 ARE ABSOLUTELY HAZARDOUS. POOR VISIBILITY GETTING OFF & TOO LITTLE MERGE TIME (FOR TRAFFIC COMING ON HWY 12 TOWARD TOWN, ALSO RE: MERGERS). THE OFF RAMP HAS POOR, LOW VISUAL PROFILE OF CARS ABOUT TO ENTER HWY 12 INTO TOWN. LINCOLN TURN OFF ALSO HAS POOR VISIBILITY WHEN YOU'RE GETTING OFF AND TRYING TO VIEW ONCOMING
- WITHOUT GOOD ZONING AHEAD OF THE PROJECTS, THE DEVELOPMENT WILL BE A MESS AROUND THE CHANGES NEUTRALIZING THE BENEFITS.
- NEED INTERCHANGE FOR ST. PETES/SOUTHEAST SIDE BEFORE CONSTRUCTION PREVENTS OPEN CONSTRUCTION. TOO MUCH CONGESTION NEAR ALBERTSON'S. CUSTER INTERCHANGE NEEDED ALSO BEFORE GROWTH PREVENTS IT.
- CEDAR ST. INTERCHANGE IS POOR IN DESIGN. CAPITOL ST. TURNING SOUTHBOUND ONTO I-15 NEEDS A TURN ARROW.
- OUR PROBLEMS AREN'T NORTH-SOUTH. WE NEED EAST-WEST TRAFFIC IMPROVEMENTS.
- CONGESTION AT CAPITOL INTERCHANGE IS MADE WORSE DUE TO LACK OF WORK ON IMPROVEMENTS TO MONTANA AVE. & GREENMEADOW DR. A SOUTH BYPASS WOULD ALSO HELP. ANOTHER INTERCHANGE BETWEEN CAPITOL & MT. CITY WILL ONLY CAUSE THE PROBLEM TO WORSEN & WILL DESTROY THE CHARACTER OF SOUTHEAST HELENA TO BENEFIT THOSE WHO LEAVE THE CITY.
- LINCOLN RD. INTERCHANGE NEEDS LEFT TURN LANE & IMPROVEMENTS FOR OVER-THE-ROAD TRUCKS PLUS ACCOMMODATION FOR NON-MOTORIZED TRAFFIC.
- IMPROVE CAPITOL OFFRAMP SOUTH - CONFUSING TO CROSS OVER TRAFFIC.
- CHANGES ALWAYS AFFECT INDIVIDUALS IN DIFFERENT WAYS. AS MENTIONED IN #7, INCREASED TRAFFIC ON FORESTVALE OR SIERRA WOULD ADVERSELY AFFECT ME. HOWEVER, I THINK THE PLAN SHOULD BE COMPREHENSIVE USING OLD PLANS & LOOKING AT NEW ONES. MOVING A SCHOOL (ROSITOR) & BUILDING AT SIERRA. BIKE & WALKWAYS ALONG GREEN MEADOW, SIERRA FRONTAGE RD. IMPROVE MONTANA AVE.
- LOOK WHAT HAPPENED TO THE LAST INTERCHANGE THAT WAS PROPOSED. WHAT A LOSS!
- GREEN MEADOW DR., MCHUGH & MONTANA AVE. ALL DESPERATELY NEED SOME TRAFFIC RELIEF. I THINK THEY SHOULD BUILD AN INTERCHANGE AT SIERRA RD.
- MAKE CUSTER AVE. A FULL INTERCHANGE. IT CAN BE DONE. THE IDEA THE FEDS WILL NOT GO ALONG IS HORSEWASH. GET BURNS & BACEUS & RIEHBERG ON THE BAND WAGON & IT WILL FLY.
- LEAVING I-15 FROM MONTANA CITY TO GET ON PROSPECT AVE. IS DANGEROUS BECAUSE TRAFFIC FROM HELENA ENTERING I-15 TO GO NORTH OCCUPIES SAME SHORT LANE. THIS WAS PARTICULARLY BAD WHEN CONSTRUCTION WAS IN PROGRESS.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- IT WOULD BE MORE USEFUL TO IMPROVE TRANSPORTATION WITHIN THE COMMUNITY. WE SHOULD ENCOURAGE CONTIGIOUS & INTERNAL DEVELOPMENT WITH BETTER ZONING. WE SHOULD DISCOURAGE SPRAWL. CONSIDER PORTLAND, OR.
- WITH THE NORTH MONTANA 4-LANE PROJECT BEING STARTED WITHOUT ADDITIONAL STOP LIGHTS & EXCHANGES ON I-15, IT WILL ONLY GET HARDER TO TRAVEL IN THE HELENA VALLEY.
- ANYWAY TO GET TRAFFIC FROM MONTANA AVE.? THE PROBLEM WITH RAILROAD TRACKS.
- WE NEED AN EAST-WEST BYPASS FOR HELENA LOCATED IN THE VALLEY NORTH OF CUSTER AVE. KEEP TRUCKS OUT OF HELENA.
- COMMUNITY IMPROVEMENT & GROWTH IS GOOD.
- 2 MAJOR PROBLEMS: PROSPECT INTERCHANGE DANGEROUS FOR NORTH EXIT & ENTRANCE. ALSO, CUSTER AVE. INTERCHANGE MAKES SENSE DUE TO HUGE DEVELOPMENT IN AREA.
- AN EXCHANGE AT CUSTER AVE. WOULD GREATLY RELIEVE I-15 ACCESS PROBLEMS. THE CEDAR AVE. EXCHANGE IS UNSAFE. DIFFICULT TO ACCESS I-15 DURING BUSY HOURS.
- SIERRA RD. OR FORESTVALE NEEDED. AFTER 11 YEARS OF STUDY, MEIC KILLED IT WHEN WE FINALLY GOT THE MONEY FOR DOT TO GO AHEAD. MEIC & THE HELENA MAYOR WANTED TO USE THE MONEY ELSEWHERE. IT WAS -- IN GREAT FALLS OR BILLINGS.
- AFTER LIVING IN AN AREA OF OVER 1 MILLION PEOPLE, THESE PROBLEMS SEEM MINOR.
- STOP THE STUDY & GET SOMETHING DONE!
- I FEEL THERE ARE WAYS OF IMPROVING THE ON/OFF RAMPS PRESENTLY INSTALLED. MAYBE BY HAVING SOME ON/OFF RAMPS RUN PARALLEL TO THE ON/OFF RAMPS AS THEY ARE NOT AT PRESENT SATISFACTORY.
- JUST COMING FROM CALIFORNIA ... THIS HIGHWAY IS HEAVEN. THIS PLACE DOESN'T GROW ENOUGH, JUST ENOUGH FOR IT TO BE MUCH OF A PROBLEM TO ME. I'M JUST IMPATIENT WITH ROAD CONSTRUCTION.
- AN EXCHANGE AT CUSTER IS BADLY NEEDED.
- A MAJOR HIGHWAY BYPASS FROM HWY. 12 WEST NEAR BROADWATER HEALTH CLUB NORTH TO LINCOLN RD. WOULD TAKE A LOT OF TRAFFIC FROM THE I-15 CORRIDOR, I THINK.
- AN INTERCHANGE IS LONG OVERDUE FOR THE 7-MILE STRETCH BETWEEN CEDAR & LINCOLN. THE NORTH VALLEY IS GROWING RAPIDLY & NEEDS BETTER ACCESS. EXISTING FACILITIES LIKE SIERRA COULD BE MODIFIED TO PROVIDE AN INTERCHANGE.
- TEST.
- ACCESS TO CUSTER FROM NORTH TO SOUTH WOULD BE BENEFICIAL FOR BUSINESS & RESIDENTIAL. TRAINS ON MONTANA & BENTON AT 8A - NOON & 5 PM - AREA SPECIAL THORN! IF BIKERS WANT A SPECIAL PATH, THEY SHOULD BE LICENSED & MADE TO TAKE A BIKING
- ACCESS TO FRONTAGE RD. BETWEEN 11TH AVE. & LINCOLN RD. TO REDUCE TRAFFIC ON THE FREEWAY WOULD BE GOOD.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- THE TOTAL LACK OF PEDESTRIAN/BICYCLE OVERPASSES & UNDERPASSES EXCEPT AT MONTANA CITY. THIS IS TRUE ON CAPITOL INTERCHANGE WHERE BUS DEPOT HAS NO PEDESTRIAN OVERPASS ACROSS I-15 INTO HELENA. NEED CONNECTION TO HOSPITAL AREA FROM MONTANA CITY OR BROADWAY INTERCHANGE.
- ANOTHER RURAL INTERCHANGE NORTH OF CUSTER OR AT CUSTER WOULD REDUCE TRAFFIC ON OTHER INTERCHANGES & ON MONTANA AVE. IT SHOULD BE ZONED SO THERE WOULD NOT BE FURTHER COMMERCIAL OR RESIDENTIAL DEVELOPMENT.
- GET A TRUCK ROUTE AROUND TOWN TO HELP WITH THE TRAFFIC IN TOWN.
- CAPITOL INTERCHANGE IS VERY POOR. NEED BIKE PATH AND SIDEWALKS AT CAPITOL AS WELL AS OTHER INTERCHANGES.
- ADD BROADWAY UNDERPASS (I-15). OPEN FRONTAGE ROAD FROM MONT CITY TO COLONAL DRIVE.
- SOME PROBLEMS MAY BE CORRECTED BY UPGRADING OR REBUILDING THE EXISTING INTERCHANGES AT CAPITOL AND CEDAR.
- HUSBAND IS DECEASED AND I NO LONGER DRIVE.
- I HAVE THE SENSE THAT IT'S APPROPRIATE TO EXPAND OUR I-15 NETWORK WITHIN THE HELENA VALLEY; I QUESTION THE APPROPRIATENESS OF ACCOMODATING (EVEN INTO THE FUTURE) DEVELOPING MUNICIPALITIES SOUTH OF MONTANA CITY.
- EXPENSE WITH A SMALL RETURN. THERE IS A MAJOR CONCERN ABOUT THE BOTTLENECK AT PROSPECT IF TRAFFIC IS DIVERTED FROM MONTANA/PEOPLE COMING IN FROM THE VALLEY. WHY NOT MAINTAIN TWO TRAFFIC ROUTES BY WIDENING MONTANA.
- SUNRISE ROAD IS THE LOGICAL LOCATION FOR AN INTERCHANGE.
- THE WORLD IS INCREASING IN POPULATION AND SO IS L & C COUNTY & THE STATE OF MONTANA ALWAYS TAKE TOO LONG TO GET ANYTHING ACCOMPLISHED. JUST GET IT DONE WHILE THE COSTS ARE DOWN.
- TOO MUCH MONEY HAS BEEN SPENT ON STUDY AFTER STUDY. SOME COULD HAVE BEEN APPLIED TO CONSTRUCTION.
- MY CONCERN IS GETTING ON & OFF THE PROSPECT INTERCHANGE.
- IT SEEMS LIKE TRANSPORTATION ISSUES EVALUATED IN THE HELENA VALLEY NEED TO CONSIDER THE EVEN BIGGER AND BROADER ISSUES OF INFRASTRUCTURE DEVELOPMENT - FOR EXAMPLE CENTRAL SEWER TO ACCOMODATE MORE GROWTH
- IS THIS REALLY NECESSARY OR DO YOU NEED TO WASTE TAX PAYER'S MONEY?
- WE NEVER USE I-15 SO. CANNOT GIVE YOU ANY ACCURATE INFORMATION! WE ARE RETIRED & LIVE ON THE LOWER WEST SIDE OF HELENA. I AM 80 YEARS OF AGE. MY WIFE 82.
- WE NEED TO CONSIDER PARALLEL ROUTES TO I-15.
- JUST READ NOTES!

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- THE CURRENT CHANGES SEEM TO BE HELPING I BELIEVE THERE SHOULD BE A FEW MORE ON AND OFF RAMPS WHICH I THINK WOULD CLEAR UP A LOT OF CONGESTION ON I-15 AND THROUGHOUT HELENA. THE CAPITOL EXIT DOES NEED TO BE A LITTLE REVISED ON THE N.B. LANE ON & OFF RAMP.
- TRAIN TIMES & SCHOOLS BEING DISMISSED AT 3:00-4:00.
- THE MOST LOGICAL PLACE FOR A NEW INTERCHANGE IS BETWEEN THE MONTANA CITY AND THE CAPITOL/PROSPECT INTERCHANGE AND TRAFFIC SHOULD FEED ONTO BROADWAY, WHICH WOULD ACCOMPLISH EASY ACCESS TO THE HOSPITAL AREAS, TO THE CAPITOL AREA AND TO DOWNTOWN HELENA. THE DRAWBACK IS THE INCREASED TRAFFIC IN THE RESIDENTIAL AREAS AND BY JEFFERSON SCHOOL.
- "THEY" HAVE DECIDED WHAT THE PROBLEM IS AND WHAT THE BEST SOLUTION IS AND "WE" NOW GET TO RESPOND WHETHER WE LIKE IT OR NOT. HUGE PROJECT WITH BIG PUBLIC MONEY WILL HAPPEN WHETHER "WE" WANT IT OR NOT BECAUSE THE BIG MONEY FOLKS WILL SEE TO IT, AND "WE" JUST GET TO PAY FOR IT - TO PAY "THEM" FOR IT! MY OPINION ALL IN THIS STATE AND THIS COMMUNITY.
- THERE NEEDS TO BE A BYPASS JOINING I-12 & CUSTER AVENUE TO DIRECT SOME TRAFFIC AROUND HELENA. CUSTER AVENUE NEEDS IMPROVED AND INTERSECTION AT CUSTER ON I-15. I-15 INTERCHANGE AT CUSTER & CAPITOL NEED IMPROVED/REDESIGNED.
- MONTANA AVENUE DESPERATELY NEEDS IMPROVEMENT. I MAY HAVE MESSED UP #4 BECAUSE I CAN'T REMEMBER WHICH WAY THE PROBLEM OCCURS BUT I KNOW THERE IS ALWAYS ONE WAY THAT ALWAYS SCARES ME BECAUSE THERE IS AN EXIT OR ENTRANCE TOO CLOSE TO WHICHEVER WAY I AM GETTING ON OR OFF AND I AM ALWAYS WORRIED ABOUT HAVING AN ACCIDENT THERE - CAPITOL INTERCHANGE.
- I THINK AN INTERCHANGE SOUTH OF THE CAPITOL/PROSPECTIVE AVENUE INTERCHANGE IS NEEDED WITH AN OVERPASS OR UNDERPASS. I THINK AN INTERCHANGE AT SIERRA ROAD IS NEEDED AND KEEP THE UNDERPASS.
- SOMETHING SHOULD BE DONE WHEN ENTERING THE PROSPECT AREA FROM I-15. IT'S DIFFICULT TO MERGE IN THAT AREA.
- WE ON THE NORTH END OF TOWN NEED ACCESS TO I-15 FROM SIERRA ROAD BOTH ON AND OFF. THANK YOU FOR GIVING ME A CHANCE TO SPEAK OUT ON THIS PROBLEM.
- AN INTERCHANGE AT CUSTER AND EAST-WEST EXPANSION OF CUSTER WOULD GREATLY IMPROVE TRAFFIC PATTERNS.
- WASHINGTON STREET SHOULD JOIN THE FRONTAGE ROAD AT AN INTERSECTION.
- JOIN FRONTAGE ROAD AND WASHINGTON STREET AT AN INTERSECTION.
- EXITS RAMPS NEED BETTER LIGHTING FOR INCREASED VISIBILITY AND SAFETY.
- YOU NEED TO MAKE CEDAR STREET AND ALL OF MONTANA AVENUE (AT LEAST TO FRONTAGE) 4 LANE WITH ALSO A BIKE PATH!
- WHO DID THE CURRENT DESIGN?
- IF THERE WERE EXITS NEAR SCHOOLS THEN THE DANGER FOR CHILDREN & KIDNAPPERS. I DISAGREE WITH THAT.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- BETTER TO THINK ABOUT THE FUTURE & HAVE PROBLEMS FIXED BEFORE WE NEED THEM INSTEAD OF AFTER.
- IT MAKES SENSE TO HAVE ONE FRONTAGE ROAD FROM MONTANA CITY TO HELENA - PROBABLY ON THE WEST SIDE. NEED ANOTHER INTERCHANGE AT CUSTER OR FORESTVALE.
- IF FORESTVALE WAS BUILT, "IN-BUILDING" WOULD START IN THAT AREA AND THAT AGREES WITH THE COUNTY'S COMP. PLAN.
- NORTHBOUND TRAFFIC ON I-15 HAVE DIFFICULTY GETTING OFF AT CAPITOL EXIT BECAUSE OF CONFLICT WITH TRAFFIC ENTERING I-15 AT CAPITOL EXIT.
- I AM A REAL ESTATE APPRAISER AND TRAVEL I-15 IS MY WORK. I FEEL ANY IMPROVEMENT TO THIS FACILITY WOULD BENEFIT ME AND OTHERS IN THE COMMUNITY. ANOTHER INTERCHANGE WOULD BE WELL USED IN MY WORK AND BY OTHERS.
- SAFETY IMPROVEMENTS ARE ALWAYS WELCOME. HOWEVER, THE PROBLEM TRUELY LIES WITHIN THE CITY.
- WE ARE ELDERLY AND DON'T DO THAT MUCH TRAVELING AROUND.
- I WOULD SAY THAT THE ADT ON MONTANA AVENUE IS AT LEAST TWICE THE ADT ON I-15. A BETTER DESIGN OF ACCESS TO I-15 WOULD ENCOURAGE PEOPLE TO ACCESS I-15 AND THUS RELIEVE THE TRAFFIC ON MONTANA AVENUE. THE HELENA VALLEY IS GROWING RAPIDLY AND SOME DRASTIC CHANGES ARE NEEDED.
- WHEN EXISTING I-15 AT MONTANA CITY & TURN LEFT, YOU CAN'T SEE LOW PROFILE VEHICLES DUE TO RAILING ON OVERPASS.
- SEE ATTACHED SHEET.
- WHAT WILL THIS DO TO PROPERTY VALUES FOR THOSE RESIDENTS THAT RUN PARALLEL TO I-15 (I.E.) TREASURE STATE AREAS.
- THE INTERCHANGE AT PROSPECT IS BAD. NORTH GOING OFF 15 COME IN FRONT OF NORTH GOING ONTO 15. ANOTHER INTERCHANGE SAY AT SIERRA WILL TAKE TRAFFIC OFF OF MONTANA AVENUE WHICH IS DESPERATELY NEEDED.
- A LOT OF TRAFFIC FLOW IN HELENA ARE IMPACTED BY THE LACK OF MORE INTERCHANGES. THE OVERPASS OVER (THE CAPITOL/PROSPECT OVERPASS) I-15 IS 2 LANES. THE ROAD ON WEST SIDE IS 3 LANE SAFETY AND TRAFFIC FLOW WOULD BE GREATLY IMPROVED IF THE OVERPASS WAS 3 LANES.
- BUILD AN INTERCHANGE ON SIERRA ROAD TO HELP COMMUTERS.
- UPGRADING MONTANA IS MORE PRACTICAL THAN AN INTERCHANGE, SUCH AS FORESTVALE. IN THE VALLEY AREA.
- A NEW WAY TO ACCOMMODATE THE HEAVY TRAFFIC NORTH BOUND & SOUTH BOUND FROM MONTANA CITY & EAST HELENA THROUGH THE CAPITOL/PROSPECT INTERCHANGE NEEDS TO BE ACCOMPLISHED.
- THE CAPITOL-PROSPECT AVENUE INTERCHANGE NEEDS TO BE REBUILT. THE PRESENT DESIGN IS VERY OUTMODDED AND DANGEROUS, LEADING TO CONGESTION AND SLOW DOWN.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- THESE IMPROVEMENTS SHOULD BE CONSIDERED FOR ALSO IMPROVING INTERNAL TRAFFIC FLOWS WITHIN THE CITY. THE IMPROVEMENTS PROPOSED MAKE THE CITY MORE ACCESSIBLE TO NON-CITY RESIDENTS WITHOUT IMPROVING INTERNAL TRAFFIC PROBLEMS - IT MAY EVEN MAKE THEM WORSE.
- LOOK AT CHANGING FROM 2-LANE TO 4-LANE AT SOME OF THE AFFECTED I-15 CROSSINGS. HELENA RESIDENTS CONTINUE TO PAY FOR NON-CITY RESIDENT LIFE CHOICES - COSTS SHOULD BE SHARED.
- GET A NEW INTERCHANGE BUILT BETWEEN THE CEDAR AND LINCOLN INTERCHANGES. WE NEED IT!
- ALL PROBLEMS OVER THE PAST 6+ MONTHS HAVE BEEN CAUSED BY CONSTRUCTION. NEED ON/OFF RAMPS CUSTER & 282. ONLY OTHER PROBLEM IS PEOPLE USING HIGHWAY BETWEEN CEDAR & PROSPECT AS CITY STREET AND NEVER REACHING HIGHWAY SPEED.
- WHATEVER IS THE BEST PROJECT TO SOLVE TRAFFIC CONGESTION - & TO HELP FUTURE DEVELOPMENT BE DONE IN A WAY TO LESSEN SOCIAL BLIGHT.
- THE CITY, THE COUNTY AND MDT NEED TO QUIT WRINGING THEIR HANDS AND GET SOMETHING DONE.
- I AM CONCERNED THAT THERE AREN'T ENOUGH NORTH-SOUTH ROUTES - THE INTERSTATE SHOULDN'T BE ENCOURAGED AS A COMMUTER ROUTE. PUBLIC EMPLOYEES SHOULD STAGGER THEIR SHIFTS TO PREVENT THE CONGESTION AT 8AM AND 5PM. ENFORCEMENT OF MONTANA AVENUE RAILROAD CROSSING IS VERY LAX ON THE RAILROAD.
- FORESTVALE ROAD INTERCHANGE WAS A GOOD & NECESSARY IDEA - HOPE IT DOES GET BUILT (SOMEDAY IF NOT SOON)! MAYBE THIS STUDY COULD BE USED TO SUMMARIZE EFFECTS OF THAT PLUS IMPROVED PEDESTRIAN/BICYCLE CROSSING FOR I-15 BETWEEN CUSTER AVENUE OR CEDAR STREET & BROADWAY - 18TH STREET. THANKS FOR OPPORTUNITY TO COMMENT!
- I DON'T LIVE OR WORK IN HELENA, SO I DO NOT FEEL IT IS FAIR TO COMMENT. IF I WORKED IN HELENA AND USED THE INTERCHANGES CONCERNED, I WOULD COMMENT.
- EXPAND US 12/I-15 INTERCHANGE TO 3 LANES EACH WAY. FOCUS ON SAFETY & RELIEVING CONGESTION, IMPROVING EXISTING INTERCHANGES - NOT ON BUILDING NEW UNSIGHTLY DEVELOPMENTS. ALWAYS MAINTAIN AESTHETIC OF SMALL TOWN NEIGHBORHOODS.
- PLEASE PROVIDE ADEQUATE ACCESS INTERCHANGE FOR MERGING TRAFFIC & CONGESTION ACROSS I-15 SAFETY IS A BIG ISSUE. ADDITIONAL INTERCHANGE NORTH OF CEDAR WOULD & SOUTH OF CAPITOL (HWY 12) WOULD GREATLY REDUCE CONGESTION AT EXISTING INTERCHANGES.
- I THINK MONTANA AVENUE NEEDS MORE WORK & MAYBE AN EXIT SOUTH OF HELENA TO HELP CONGESTION OF MONTANA CITY TRAFFIC.
- DEVELOPMENTS ALONG MONTANA - NORTH OF CUSTER NEEDS BETTER ACCESS TO I-15 AT CUSTER.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- AN INTERCHANGE IS NEEDED AT SIERRA ROAD NOT FORESTVALE ROAD. THERE IS ALREADY AN OVERPASS THERE AND ONLY ON-OFF RAMPS WOULD NEED TO BE PROVIDED. FORESTVALE WOULD REQUIRE AN ENTIRE OVERPASS TO BE BUILT AT MUCH GREATER COST AND MORE TRAFFIC LIGHTS ON NORTH MONTANA AVENUE. SIERRA ROAD IS ONLY 1/2 MILE AWAY AND IS A MUCH BETTER CHOICE.
- INTERCHANGE AT SIERRA - INTERCHANGE AT BROADWAY - FIX EAST SIDE OF INTERCHANGE AT PROSPECT & 11 - I-15.
- FOR THE MOST PART, PROPONENTS OF IMPROVEMENTS (PRIMARILY WEALTHY RESIDENTS OF OUTLYING RANCHETTES & BUSINESS OWNERS WHO LIKE MORE TRAFFIC PAST THEIR FRONT DOORS) MAKE ALL THE NOISE WHILE OPPONENTS REMAIN FATALISTICALLY QUIET - WHICH IS WHY A PUBLIC VOTE ON ANY SIGNIFICANT PROPOSALS IS SO IMPORTANT TO ACCURATELY REGISTER & GAUGE PUBLIC SUPPORT/OPPOSITION.
- I LIKE THE PLAN OF AN INTERCHANGE ON SIERRA RD.
- MAKE BUS SERVICE OR CARPOOLING MORE AVAILABLE TO REDUCE TRAFFIC CONGESTION. CONSIDER BUILDING A TRUCK ROUTE TO BYPASS HELENA.
- I FEEL THERE WILL BE A NEGATIVE IMPACT ON N MONTANA AVE BUSINESSES NORTH OF CUSTER. MONTANA AVE IN THIS AREA NEEDS MORE IMPROVEMENTS & UPGRADES & ATTENTION THAN I-15 DOES. I-15 SEEMS FINE TO ME. HWY 12 EAST & MONTANA AVE ARE WHERE THE PROBLEMS ARE. WHY ISN'T THIS MONEY BEING PUT TO BETTER USE?
- GREAT IDEA! HELENA IS GROWING & SPREADING. CHANGES TO I-15 WILL BE A NECESSARY THING.
- WHY NOT FINISH THE FORESTVALE INTERCHANGE AS PROMISED 20 YEARS AGO. IT WAS PLANNED & STARTED 4-5 YEARS AGO AT GREAT EXPENSE & THEN ABANDONED.
- I FEEL AN I-15 INTERCHANGE SHOULD BE PLACED AT CUSTER AVE & CUSTER SHOULD BE WIDENED TO 2 LANES FROM MONTANA TO THE YORK/CANYON FERRY JUNCTION.
- HELENA IS GROWING. I-15 IS VERY IMPORTANT TO ALLOW TRAFFIC GROWTH. MONTANA AVE HAS BEEN CONGESTED FOR YEARS. WE NEED AN INTERCHANGE NEAR FORESTVALE AREA.
- PLEASE PUT IN A NEW INTERCHANGE AT CUSTER & NORTH BETWEEN CUSTER & LINCOLN RD. WE REALLY NEED TO LIGHTEN UP TRAFFIC ON MONTANA AVE OR WIDEN MONTANA AVE.
- IF POSSIBLE, PLEASE DO AS MUCH OF THE CONSTRUCTION WORK AT NIGHT OR OFF-PEAK HOURS.
- THIS SURVEY IS TOO LONG!
- I AM PLEASED YOU ARE SENDING SURVEYS TO GATHER PUBLIC OPINION.
- COMPLETE FRONTAGE RD BETWEEN MONTANA CITY & HELENA.
- IF THERE WERE MORE PLACES TO GET INTO HELENA, THERE WOULD BE LESS CONGESTION ON THE INTERCHANGES. IT WOULD BENEFIT HELENA IF THE SHOPPING & WORK AREAS WERE MORE ACCESSIBLE. SAFETY IS ALSO A ISSUE AS MANY PEOPLE ARE FRUSTRATED DRIVING IN MORNINGS & EVENINGS.



**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- INTERCHANGES AT CUSTER AVE, WINNE OR BROADWAY WOULD IMPROVE FLOW. DESIGN OF HWY 12/I-15 INTERCHANGE & BRIDGES NOT SAFE. CUSTER OVERPASS IS WAY TOO NARROW.
- VEHICULAR TRAFFIC SHOULD BE NUMBER ONE CONCERN. BIKE & PEDESTRIAN PATHS ARE OK, BUT WON'T SIGNIFICANTLY ADDRESS THE CONGESTION.
- I DEFINITELY FEEL SOME CHANGES ARE NEEDED. PROVIDE ACCESS TO HOSPITAL, MEDICAL FACILITIES & HOMES ON EAST SIDE. RELIEVE CONGESTION GETTING TO THESE AREAS. ACCESS TO I-15 FROM N MONTANA AVE TO REDUCE CONGESTION ON MONTANA AVE.
- PLEASE COMPLETE THIS PROJECT IN THE MOST PRECISE FASHION SO AS TO AVOID EXCESSIVE TAXATION.
- LEFT TURN ARROW TURNING SOUTH ONTO I-15 FROM HWY 12 - PLENTY OF ACCIDENTS OBSERVED HERE. LEFT TURN ARROW TURNING INTO WAL-MART/STAPLES GOING EAST - ALSO PLENTY OF ACCIDENTS HERE. PREVENT TRAFFIC STACKING UP AT INTERSECTION OF HWY 12/I-15 INTERCHANGE AS WELL AS OTHER LOCATIONS.
- TRANSPORTATION FUNDING SHOULD SUPPORT EXISTING INFRASTRUCTURE & COMMUNITY LIVABILITY. I FEAR THAT THE I-15 CORRIDOR DECISIONS HAVE ALREADY BEEN MADE TO BUILD LARGER INTERCHANGES AWAY FROM THE EXISTING BUILT OUT AREAS OF HELENA. FUNDING FOR THIS PROJECT SHOULD CONCENTRATE ON MAKING EXISTING INTERCHANGES MORE PEDESTRIAN & COMMUNITY FRIENDLY.
- TRAVELING I-15 NORTHBOUND & EXITING AT THE CAPITOL/PROSPECT AVE INTERCHANGE (ESPECIALLY BETWEEN 7-9 AM) IS EXTREMELY DANGEROUS. THIS IS THE MOST POORLY DESIGNED INTERCHANGE I HAVE EVER EXPERIENCED. BETWEEN PEOPLE TRYING TO ACCESS I-15 & THOSE TRYING TO EXIT I-15, SOMEONE IS SURELY GOING TO GET KILLED SOME DAY.
- CUSTER ON & OFF RAMP WOULD BE GOOD. WE SHOULD TAKE ADVANTAGE OF COMPANIES WHEN THEY LOOK TO DEVELOP TO HELP WITH COSTS. SIERRA ALREADY HAS AN OVERPASS? WHY NOT TAKE ADVANTAGE OF EXISTING OVERPASSES. AN ON & OFF RAMP WOULD BE EASY THERE.
- I THINK THE LOGICAL PLACE FOR AN ADDITIONAL INTERCHANGE ON I-15 WOULD BE CUSTER AVE.
- CEDAR ST EXIT INTO HELENA FROM THE NORTH NEEDS IMPROVING. CEDAR ST ITSELF NEEDS AT LEAST 4 LANES OVER THE OVERPASS. CUSTER AVE NEEDS AN INTERCHANGE (4 LANES). FORESTVALE RD SHOULD EXTEND TO THE I-15 CORRIDOR & BE 4 LANES.
- WHY NOT USE THE OVERPASS AT CUSTER/YORK RD AS AN INTERCHANGE. SIMPLY ADDING ON & OFF RAMPS? IT WOULD ACCESS THE NEW SHOPPING OUT THERE PLUS MAKE MY TRIPS HOME FROM SOUTHERN I-15 EASIER.
- WIDEN PROSPECT OVERPASS, ESPECIALLY NORTH BOUND. LOCAL ACCESS AT SIERRA RD - SOUTHBOUND ON & NORTHBOUND OFF. LOCAL ACCESS AT 282 - SOUTHBOUND OFF & NORTHBOUND ON.
- MY OPINION JUST REFLECTS PROBLEMS OF PEOPLE I KNOW WHO LIVE BEYOND THE CEDAR INTERCHANGE. MY CONCERNS ARE ABOUT THE POOR METHODS OF LEAVING & ENTERING THE CAPITOL & CEDAR STREET INTERCHANGE.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- WE SHOULD IMPROVE ACCESS TO & FROM WORK FOR CAPITOL INTERCHANGE & DO WHATEVER IT TAKES. WE SHOULD BUILD A CUSTER AVE INTERCHANGE (EAST-WEST BYPASS).
- ONE OR MORE INTERCHANGES NEED TO BE MADE. IF AN INTERCHANGE COULD BE MADE NORTH OF CUSTER, IT WOULD HELP THE TRAFFIC PROBLEM ON MONTANA AVE NORTH OF CUSTER.
- THE ISSUES FACING I-15 MUST BE ADDRESSED NOW BEFORE THEY GET ANY WORSE.
- AN IDEAL SOLUTION WOULD BE TO CONSIDER AN OFF/ON RAMP AT CUSTER AVE. SPACE FOR A RAMP IS AVAILABLE NOW - APPEARS TO BE LOTS OF OPEN LAND. AN OFF/ON RAMP AT THIS LOCATION WOULD MAKE SENSE TO ALLEVIATE PROBLEMS/CONGESTION ELSEWHERE.
- BROADWAY SHOULD NOT BE THE STREET FOR ANOTHER INTERCHANGE. IF ONE MUST BE MADE, WINNE WOULD CAUSE LESS DISRUPTION. WOULD IT BE FEASIBLE TO HAVE ONE WAY STREETS TO EASE TRAFFIC LIKE GREAT FALLS?
- MOST PROJECTS IN THIS AREA SEEM TO BE SHORT-TERM SOLUTIONS INSTEAD OF LONG-TERM. WE ALSO HAVE A TENDENCY TO CREATE SEVERAL MORE PROBLEM AREAS WHILE ADDRESSING & FIXING ONE.
- COMMENTS ON QUESTIONS 1 & 2: THE PROBLEM IS NOT BETWEEN THE INTERCHANGES. THE PROBLEM IS NOT ENOUGH INTERCHANGES. INTERCHANGES AT BROADWAY AVE, CUSTER AVE, & SIERRA RD WOULD BE IDEAL. IN ADDITION, THE CAPITOL/PROSPECT AVE INTERCHANGE IS OF POOR DESIGN & NEEDS TO BE UPDATED.
- WE SHOULD CONDEMN ALL RAILROAD EXCEPT 2 PARALLEL TRACKS. MOVE SWITCH YARD IF IT IS STILL NEEDED, PUT A NEW 4-LANE HIGHWAY 12 ON THE CONDEMNED PROPERTY. PUT IN A BROADWAY OVERPASS (#1 PRIORITY). PUT IN A WEST SIDE FRONTAGE ROAD FROM BROADWAY TO MONTANA CITY. PUT IN AN EASTSIDE FRONTAGE ROAD TO HWY 282. EXTEND GIBBON ST TO AIRPORT RD WITH A RAILROAD OVERPASS.
- OFFLOAD TRAFFIC OFF OF MONTANA ST, NORTH OF CUSTER, CLOSEST INTERCHANGE POSSIBLE TO THE NEW GROWTH OF BUSINESSES GROWING OUT NORTH OF CUSTER. 2 INTERCHANGES, 1 AT CUSTER (OVERPASS IS THERE ALREADY), SECOND AT SIERRA RD (OVERPASS THERE ALSO).
- MY LARGEST CONCERN IS THE TRAFFIC HAZARD THAT EXISTS EXITING OFF OF PROSPECT ONTO I-15. MERGING ONTO I-15 IS HAZARDOUS AS NORTHBOUND TRAFFIC IMMEDIATELY EXITS OFF I-15 WHERE MOTORISTS ARE MERGING ONTO I-15 IN THE SAME LANE. MAYBE A LANE EXITING OFF OF I-15 SHOULD BE MADE JUST BEFORE THE NORMAL COMING ON I-15 RAMP.
- DID THIS BEST I UNDERSTAND OF THIS.
- COMMON SENSE IS GONE! STOP WASTING MONEY ON STUDIES & BUILD A COUPLE OF INTERCHANGES SO TRAFFIC CAN MOVE.
- I AM RETIRED SO AM NOT AFFECTED TO A LARGE DEGREE. I AM AWARE OF TRAFFIC CONGESTION, ESPECIALLY IN EARLY MORNING & LATE AFTERNOON FOR WORKERS GOING TO & FROM WORK.
- THE CAPITOL/PROSPECT INTERCHANGE - EXIT FOR CARS COMING FROM THE SOUTH & THE ENTERING OF CARS TO I-15 TO GO NORTH IS A DANGEROUS SITUATION AS TO WHO HAS THE RIGHT-OF-WAY. I'M SURPRISED THERE HAVE NOT BEEN MORE ACCIDENTS HERE.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- I THINK TRAFFIC FLOW AROUND THE CAPITOL/PROSPECT INTERCHANGE NEEDS TO BE IMPROVED. AN INTERCHANGE OR TWO NORTH OF CEDAR ST WOULD BE GOOD. SOMETHING NEEDS TO BE DONE WITH THE RAILROAD CROSSING ON MONTANA AVE.
- WE NEED AN INTERCHANGE THAT WILL CONNECT TO AN EAST-WEST BYPASS TO RELIEVE TRAFFIC FROM 11TH & PROSPECT GOING TO MISSOULA-TOWNSEND. ALL TRUCK/COMMERCIAL VEHICLES WOULD TAKE A LOT OF PRESSURE OFF 11TH/PROSPECT.
- BUILD AN EXIT AT CUSTER AVE NEAR SHOPKO, PLEASE.
- I CAN'T GIVE A FAIR OPINION BECAUSE I DON'T USE THE CORRIDOR ALL THAT MUCH. MY DRIVING IS LIMITED IN THAT AREA.
- IMPROVEMENTS WILL DEFINITELY REDUCE OR ELIMINATE ACCIDENTS & REDUCE DEATHS, PROPERTY DAMAGE & THE NEED TO EXPEDITE MORE EXPENSIVE SOLUTIONS IN THE FUTURE. BILL DIEHL WAS TOO FARSIGHTED FOR THE CONSERVATIVE POWER BRAKES IN HELENA. NOW WE ARE GOING TO PAY EVEN MORE FOR WHAT SHOULD HAVE BEEN DONE THEN. ALSO, IT IS NECESSARY TO COORDINATE IMPROVEMENTS IN STREETS
- EUCLID AVE SHOULD BE EXTENDED STRAIGHT EAST FROM MALFUNCTION JCT (MONTANA AVE) EAST UNDER THE EXISTING I-15 OVERPASS NEAR RAILROAD & COME OUT SOMEWHERE NEAR WAL-MART & HWY 12 EAST.
- EAST-WEST BYPASS.
- DO WE EXPECT A POPULATION BOOM TO WARRANT THESE PROPOSED IMPROVEMENTS IN THE FUTURE? WHERE ARE THE MOST TRAFFIC ACCIDENTS & LOSS OF LIFE ALONG THE CORRIDOR? WILL AN IMPROVEMENT BE FAIR & IMPARTIAL OR WILL A PRIVATE INTEREST GROUP BENEFIT, EXAMPLE: MARKET VALUE OF PROPERTY, COMMERCIAL & RESIDENTIAL?
- EXTENDING COLONIAL DR TO MONTANA CITY WOULD REDUCE CONGESTION AT CAPITOL INTERCHANGE & ALLOW RESIDENTS SOUTH OF HELENA TO ACCESS CAPITOL AREA & DOWNTOWN VIA BROADWAY.
- AN INTERCHANGE AT SIERRA RD WOULD BE GREAT & SOLVE TRAFFIC PROBLEMS ON N MONTANA. NEED TO HANDLE TRAFFIC GETTING OFF I-15 AT CEDAR & EUCLID. NEED A PAVED FRONTAGE ROAD FROM MONTANA CITY TO COLONIAL DR.
- IMPROVING ACCESS TO SUBURBS NORTH & SOUTH WILL FACILITATE SUBURBAN SPRAWL.
- STRONG EMPHASIS SHOULD BE PLACED ON ADVANCE PLANNING FOR BUS, BIKE, CARPOOL & PEDS USAGE, ACCESS & SAFETY, AS GROWTH CONTINUES IN HELENA AREA, ALTERNATE MEANS OF TRANSPORTATION/USAGE SHOULD BE ENCOURAGED AS A MEANS TO DECREASE CONGESTION.
- TRAFFIC VOLUME ISN'T THE PRIMARY ISSUE. IT'S INADEQUATE INTERCHANGES, CURRENT ONES BOTTLENECK TRAFFIC - NEED TO BE WIDENED AND WE NEED AN ADDITIONAL INTERCHANGE BOTH NORTH AND SOUTH OF THE EXISTING ONES.
- BE SMART. PLAN FOR FUTURE GROWTH. DON'T MAKE THIS POLITICAL.
- I THINK THAT IT IS HIGHLY SUSPECT THE MWA RECENTLY INHABITED A BLDG AT THE CORNER OF MT & FORESTVILLE, WAS THE GREATEST OPPOSITION TO THE FORESTVILLE INTERCHANGE. THEIR IDENTIFYING SIGN DIDN'T GO UP UNTIL AFTER THE COURT DECISION WAS MADE.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- THE IMPROVEMENTS ON/OFF THE I-15 CORRIDOR SHOULD DISTRIBUTE TRAFFIC AND DIVERT IT FROM THE IMPACTED AREAS, ESPECIALLY NORTH MONTANA AVE, CUSTER AND CEDAR WHICH ARE MOST IN NEED OF IMPROVEMENT.
- NO NEW INTERCHANGES. BILL JEFFCO RESIDENTS A DAILY FEE TO COMMUTE TO HELENA AND USE MY CITY TAX SUPPORTED STREETS. MAKE EACH INTERCHANGE A TOLL INTERCHANGE FOR VALLEY & JEFFCO RESIDENTS.
- WHATEVER IMPROVEMENTS ON I-15 MUST BE TIED INTO THE TRAFFIC PROBLEMS NOW EXISTING GROWTH ON BOTH MONTANA CITY AND HELENA CITY LIMITS AND TO THE NORTH VALLEY AND BEYOND SHOULD BE TAKEN INTO CONSIDERATION. BYPASSES AROUND CITY OR THROUGH MUST BE TIED INTO IMPROVEMENTS TO I-15.
- I FEEL THERE IS CONGESTION ON MONTANA AVE MUCH, BUT A LOT DURING 7-9AM AND 4-6PM. EVEN ADDING AN ON-RAMP SOUTHBOUND & OFF RAMP NORTH BOUND BETWEEN CUSTER & LINCOLN WOULD SOLVE ALOT OF PROBLEMS.
- THE CAPITOL EXCHANGE IS A MESS. TRAFFIC IS BACKED UP BECAUSE OF CARS TRYING TO ACCESS THE HOSPITAL AREA. A NEW EXCHANGE OR UNDERPASS IS DESPERATELY NEEDED IN THE BROADWAY AREA. ALSO A NEW EXCHANGE IS NEEDED AT CUSTER OR NORTH OF BUSTER TO GET TRAFFIC OFF MONTANA AVE & TO ACCESS ALL BUSINESSES THAT HAVE BUILT UP IN THE AREA.
- THE CAPITOL INTERCHANGE REALLY NEEDS TO BE REDONE. IT IS VERY DANGEROUS AND CONFUSING. MANY CLOSE INCIDENTS OCCUR THERE REGULARLY.
- GETTING ON AND OFF THE INTERCHANGE DRIVING NORTH AT THE CAPITOL EXIT IS VERY HAZARDOUS. I WOULD BE IN FAVOR OF WHATEVER PLAN WOULD MAKE THIS LESS DANGEROUS.
- I THINK A FRONTAGE RD BETWEEN MT CITY AND THE COLONIAL WOULD EASE CONGESTION ON I-15. WOULD REALLY LIKE TO SEE A BIKE/PEDS PATH THERE AS WELL. ALSO A BIKE/PEDS TRAIL FROM LINCOLN RD TO HELENA WOULD BE GOOD.
- I RESIDE IN BROADWATER CTY BUT DO MOST OF MY SHOPPING IN HELENA. ONLY OCCASIONALLY DO I RUN INTO SIGNIFICANT TRAFFIC PROBLEMS. WAITING FOR TRAINS ON MONTANA AVE IS A BIGGER PROBLEM FOR ME.
- ANOTHER INTERCHANGE/OVERPASS WON'T DO TOO MUCH GOOD IF IT STILL LEADS TO THE SAME OLD CONGESTED STREETS AND INTER-SECTIONS WITHING THE CITY OF HELENA.
- NEED A WIDER BRIDGE AT CUSTER AVE.
- A GOOD TRANSPORTATION SYSTEM IS GOOD BUSINESS AND GOOD BUSINESS MAKES FOR A HEALTHY AND STRONG COMMUNITY.
- IF ANY INTERCHANGE IS PUT IN PLACE. IT SHOULD BE AT BROADWAY. THIS BY ITSELF WOULD REDUCE MORE CONGESTION ON PROSPECT THAN ANYTHING ELSE. IF FORESTVALE IS BUILT WITHOUT BROADWAY, IT WILL ONLY MAKE CONGESTION WORSE IN TOWN.
- INTERCHANGE AT CUSTER AVE & I-15 WOULD HELP RELIEVE CONGESTION AT CEDAR INTERCHANGE.
- AN OVERPASS OR UNDERPASS ON MONTANA AVE WILL MAKE A MUCH HAPPIER ENTRY TO HELENA FOR MANY RESIDENTS & VISITORS.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- WE LIVE IN CENTRAL HELENA AND DO MOST WITHIN ALMOST WALKING DISTANCE. EVEN WALK FOR EXERCISE, SHOPPING, IF ONLY FEW GROCERIES. BUT REALIZE IT IS A PROBLEM MAINLY GOING OUT OF TOWN, ALSO TO AIRPORT. EVEN CENTRAL BROADWAY BETWEEN CAPITOL & DOWNTOWN IS TERRIBLE.
- THE CAPITOL INTERCHANGE & MONT AVE ARE OUR WORST PROBS. A NEW INTERCHANGE IS NEEDED AT FORESTVALE. OVERALL I-15 IS UNCROWDED-IT IS ONLY AT CERTAIN TIMES OF THE DAY THAT THE INTERCHANGE IS BAD. OUR TRAFFIC IS NOTHING COMPARED TO LARGE CITIES.
- CUSTER AVE SEEMS THE MOST LOGICAL PLACE FOR AN INTERCHANGE.
- I THINK THE CITY COULD, IF IT HAD TO, GET ALONG WITHOUT IMPROVEMENTS. I HOPE THE PLANS ARE DEVELOPED IN A CONSCIENCIOUS MANNER WITH THE CONCERNS OF THE PUBLIC IN MIND. PERSONALLY, I BELIEVE THE MOST DANGEROUS RD IN THE HELENA AREA IS MONTANA AVE FROM PROSPECT TO CEDAR, IF CHANGES TO I-15 HELP THAT, IT WOULD BE AN IMPROVEMENT.
- PUBLIC TRANSPORTATION SHOULD BE IMPLEMENTED MORE INSTEAD OF ONE PASSENGER COMMUTING.
- CUSTER OVERPASS IS THE MOST DANGEROUS SPOT IN THE WHOLE AREA.
- THE I-15 CORRIDOR SERVICES OTHER THAN HELENA. THE AREA HAS GROWN SO THAT A LOT OF PEOPLE LIVE NORTH AND EAST OF HELENA. THE CEDAR STREET INTERCHANGE IS NOT CONVENIENT FOR THOSE NE OF HELENA TO GET TO MONTANA AVE BUSINESS GROWTH NORTH OF CUSTER. CUSTER NEEDS AN OFF/ON ACCESS TO I-15.
- THE BEST EXCHANGE WOULD BE OFF SIERRA RD.
- OUR FAMILY, AS YOU CAN SEE, DOES NOT RELY ON THE I-15 CORRIDOR DURING BUSY HOURS OF THE DAY, SO I'M UNABLE TO GIVE YOU MUCH INPUT. I'M NOT AWARE OF ANY PROBLEMS THOUGHT.
- WE SHOULD HAVE ACCESS TO I-15 AT CUSTER RD AND SIERRA RD.
- I CAN'T STRESS ENOUGH HOW IMPORTANT IT IS TO HAVE AT LEAST ONE PEDESTRIAN/BICYCLE OVERPASS SOMEWHERE BETWEEN PROSPECT AND CUSTER AVE. ALSO, BUS SERVICE WOULD BE NICE FROM EAST HELENA TO HELENA.
- FROM WHAT I HAVE READ TO VALLEY LACKS THE GROUNDWATER AND DRAINAGE NECESSARY FOR THE DEVELOPMENT OF A NEW EXCHANGE WOULD BRING AND IT WILL COST CITY TAXPAYERS ALOT TO REMEDY THOSE PROBLEMS SO THAT SOME DEVELOPERS CAN BUILD OUT THERE. BAD PLANNING.
- RE-VEGETATION ON ALL THE STATE & FEDERAL PROJECTS I HAVE WITNESSED HAVE BEEN DEFICIENT.
- AS A NATIVE OF THE HELENA VALLEY, THERE HAVE BEEN NUMEROUS STUDIES INCLUDING AERIALS. WHEN DOES THE TALK STOP & WORK BEGIN? HOW MUCH MORE MONEY IS GOING TO BE WASTED ON THIS TYPE OF STUDY.
- INTERCHANGE AT BROADWAY AREA COULD GREATLY IMPROVE TRAFFIC FLOW INTO & OUT OF SOUTH HILLS AREAS. (MEDICAL FACILITIES) MUST IMPROVE BOTH PROSPECT & CEDAR TO KEEP TRAFFIC MOVING AT ALL TIMES. PROBABLY NEED TO ADDRESS TRAFFIC FOR 1/2 MILE ON EITHER SIDE OF THESE INTERCHANGE AS WELL.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- NO SOLUTION IS PERFECT. MAKE A DECISION, THEN DO IT. I WATCH MISSOULA MAKE ROAD & INFRASTRUCTURE IMPROVEMENTS AS DICTATED BY GROWTH, WHILE HELENA DALLIES & STUDIES. THESE ARE SOME NO-BREAKER IMPROVEMENTS THAT NEED TO BE MADE. CUSTER OVERPASS NEEDS TO BE A WELL DESIGNED & SAFE EXCHANGE. GO FOR IT.
- ELECTRONIC SIGNS IN BOTH NORTHBOUND AND SOUTHBOUND LANES SHOWING CURRENT WEATHER AND ROAD CONDITIONS, FREQUENTLY UPDATED OR NECESSARY.
- ALTHOUGH I AM CONCERNED ABOUT ENVIRONMENTAL ISSUES & TOO MUCH GROWTH & DEVELOPMENT IN GENERAL. I DO NOT BELIEVE IMPROVEMENTS TO I-15 CORRIDOR WILL HAVE ADVERSE AFFECT BECAUSE OF THE SMALL SIZE OF THE COMMUNITY. I DO NOT BELIEVE IT WILL BRING MORE GROWTH & DEVELOPMENT ALTHOUGH IT MAY REDISTRIBUTE WHERE THE COMMUNITY GROWS.
- A NEW INTERCHANGE AT CUSTER AVE WOULD BE A GREAT IMPROVEMENT FOR ACCESSING THIS STEADILY GROWING AREA OF TOWN. IMPROVEMENTS ARE DESPERATELY NEEDED FOR PEDS & BIKES.
- IMPROVEMENT IN TRAFFIC CONGESTION & INTERCHANGES IS NEEDED & TO CROSS I-15.
- PLEASE CONSIDER THE WHOLE TRAFFIC PACKAGE, CURRENT STREET CONGESTION THAT IS RELATED TO I-15 INTERCHANGE (ALL MONT AVE) HWY 12 FLOW THROUGH: EAST-WEST TRAFFIC PATTERNS; PROJECTED GROWTH IN E HELENA, TOWNSEND, EAST EDGE OF TOWN ETC. IF FOR EXAMPLE A NEW INTERCHANGE WERE BUILT AT CUSTER WOULD THAT IMPROVE OR WORSEN CUSTER/MONTANA AVE/HWY 12 FLOW.
- SPECIAL INTEREST GROUPS ALREADY HAVE DECIDED WHAT SHOULD BE DONE WITH I-15 CORRIDOR NO MATTER WHAT THE GENERAL PUBLIC & SURVEYS SAY & WILL BAR NO EXPENSE TO THAT END.
- WE HAVE LIVED ON N MONTANA OVER 10 YRS, OUR PARENTS OVER 30 YRS, THIS IS NO LONGER THE OLD GREAT FALLS HWY. IT IS A COMMUNITY ST AND WILL BECOME MORE SO. AN INTERCHANGE AT FORESTVALE OR WHEREVER IS IMPERATIVE TO THE SAFETY OF THIIIS STREET.
- REDESIGN THE CAPITOL INTERCHANGE - IT HAS TOO MANY ON/OFF RAMPS IN TOO SHORT A DISTANCE, ITS DANGEROUS.
- THERE DEFINITELY NEEDS TO BE AN ADDITIONAL FREEWAY EXIT/OVERPASS BETWEEN CEDAR & LINCOLN EXITS.
- I STRONGLY SUPPORT AN INTERCHANGE (EXIT) AT CUSTER.
- CUSTER AVE IS ALREADY OVERRUN WITH ILL THOUGHT DEVELOPMENTS ON N MONTANA. THE ENTIRE DEMOGRAPHIC FOR N HELENA CITY LIMITS WILL BE DESTROYED BY FURTHER DEVELOPMENT OF THIS TYPE AROUND CUSTER AT WASHINGTON WHERE YOU'LL PUT YOUR NEW INTERCHANGE. SAD BUT FACTUAL.
- SUPPORT EXIT AT CUSTER (SHOP-KO).
- WE NEED AN EXIT/ON-RAMP/INTERCHANGE AT CUSTER AVE (IF NOT FORESTVALE). HOW ABOUT AN UNDERPASS AT BROADWAY/DOT AREA OR EVEN AN INTERCHANGE. HAVE STATE TAKE OVER FRONTAGE RD TO MONTANA CITY AND PUT INTERCHANGE AT HWY 282. 3 LANES FROM BROADWAY TO CUSTER.
- THIS MAY NOT PERTAIN TO THE CORRIDOR BUT I THINK CUSTER AVE SHOULD BE WIDENED AS IT IS TERRIBLY CONGESTED.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- I SUPPORT THE FORESTVALE INTERCHANGE. PLEASE DO NOT ESTABLISH A BROADWAY UNDER/OVERPASS. IT WILL DESTROY THE NEIGHBORHOOD. WE DON'T NEED IT. WE NEED FORESTVALE OR AN INTERCHANGE AT CEDAR.
- I HAVE HEARD THAT THE PROPERTY HAS BEEN BOUGHT & SURVEYED FOR FORESTVALE WHY DON'T WE USE IT? IT'S FEDERAL MONEY USE IT TO HELP THE GROWING VALLEY. THE ADDITIONAL INTERCHANGES IN BOZEMAN ARE GREAT. WHATS UP WITH CAPITOL CITY?
- TO MOVE TRAFFIC SAFER & QUICKER
- OUR MAIN CONCERN IS THE CONGESTION ON MONTANA AVE. PROVIDING AN OVERPASS/UNDERPASS FOR THE RAILROAD TRACKS AND WIDENING MONT AVE WOULD PRETTY MUCH CLEAR UP THE PROBLEM W/O ADDING INTERCHANGES.
- KEY IMPROVEMENTS. WELL SELECTED OVER/UNDER PASS SITES THAT PROMOTE BICYCLE USE, INTERCHANGE RAMPS MUST BE LENGTHENED FOR PROPER MERGING SPEEDS.
- I WOULD LIKE TO SEE AN INTERCHANGE BY SIERRA RD. IT WOULD HELP THE VALLEY RESIDENTS COMMUTE. I USE MCHUGH DRIVE MYSELF BECAUSE IT IS MORE CONVENIENT THAN I-15.
- THE PROBLEM IS THAT THE TRAFFIC ON I-15 IS AT THE INTERSECTION OF THE OVERPASSES AND HOW TO CARRY THE TRAFFIC INTO TOWN. THE CITY HAS TO DECIDE WHICH STREETS ARE TO BE THE FEEDER STREETS AND DEVELOP THEM TO CARRY THE AMT OF TRAFFIC THAT IS DEVELOPING. PUTTING LOTS OF EXTRA TRAFFIC THROUGH RESIDENTIAL AREAS IS NOT GOING TO BE THE SOLUTION.
- I WOULD LIKE TO SEE MORE TREES AND CLEANER ALONG THE ROADS. SO IT LOOKS PLEASING TO COME TO HELENA OR TO DRIVE BY ALONG THE HIGHWAY.
- WE NEED TO MAKE IT SAFER FOR PEDS. CAPITOL INTERCHANGE AS IS, IS NOT SAFE. TOO MUCH CROSS TRAFFIC GETTING ON AND OFF.
- PUT IN ANOTHER INTERCHANGE NORTH OF CUSTER.
- THE SYNCRONIZATION OF FEE ST LIGHTS ETC. NEED TO ALLOW TRAFFIC TO KEEP MOVING THE LIGHT AT THE CAPITOL INTERCHANGE NEEDS TO BE SYNCRONIZED WITH FEE ST CROSSING. A VALLEY INTERCHANGE WOULD KEEP DOWN THE TRAFFIC AT CEDAR ST INTERCHANGE, BUT INCREASE IT AT THE CAPITOL INTERCHANGE.
- WE NEED BETTER AND IMPROVED TRANSPORTATION ACCESS IN THIS COMMUNITY. WE HAVE BEEN BEHIND THE TIMES AND NEED DESPERATELY TO CATCH UP.
- SHOULD HAVE DONE IT RIGHT THE FIRST TIME.
- I HATE THE MESS AT PROSPECT AVE & I-15. WHY IS THERE A DAMN TRAFFIC LIGHT THAT ALLOWS CROSS TRAFFIC? SOLVE IT. GET RID OF THE LIGHT THAT STOPS EAST & WEST CROSS TRAFFIC AT I-15 EXIT TO PROSPECT BOUND TRAFFIC ON I1TH AVE & PROSPECT AVE THAT LIGHT SUCKS.
- YOU CAN ELIMINATE 75% OF THE CONGRESTION ON THE CAPITOL INTERCHANGE IF YOU WOULD PAVE AND MAINTAIN AN ACCESS OR FRONTAGE RD BETWEEN MONT CITY AND HUNTERS POINTE OR COLONIAL DR IN HELENA. SINCE THIS IS THE SIMPLIST AND CHEAPEST SOLUTION, I'M SURE IT WON'T EVEN BE CONSIDERED. THE CONCENSUS IS THE MORE IT COSTS MUST MEAN IT IS BETTER. THIS IS DUMB THINKING.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- ACCESS & EXIT FROM I-15 TO CAPITOL AREA.
- CUSTER RD IS WHERE INTERCHANGES NEED TO BE. THAT IS WHERE COMMERCIAL DEVELOPMENT IS TAKING PLACE. TO PUT IT ANYWHERE ELSE WILL JUST SPREAD OUT COMMERCIAL SPRAWL.
- WE ARE GROWING & MUST BE PROACTIVE. IMPROVEMENTS WILL NEVER BE CHEAPER THAN THEY ARE RIGHT NOW.
- NEED TO CONSIDER ACCESS TO HWY 12 WEST AND BETTER ROUTE EAST/WEST.
- WHATEVER YOU DECIDE TO DO, LETS GET IT DONE. IE: FORESTVALE INTERSTATE EXCHANGE.
- WHY NOT USE EXISTING OVERPASSES (CUSTER, 282) AND A POTENTIAL UNDERPASS (BROADWAY) TO ADD INTERCHANGE ACCESS LANES? USE FRONTAGE RD TO MONTANA CITY (PAVE IT FIRST). THE CUSTER & BROADWAY SITE WITH I-15 ACCESS CAN DO THE MOST TO ELIMINATE CONGESTION & OTHER PROBLEMS FOR YEARS.
- NO. EXIT AT SHOPKO WOULD BE GOOD.
- I'M NOT ANY HELP BECAUSE I JUST DON'T DRIVE OUT OF TOWN.
- AN ADDITIONAL INTERCHANGE AT SIERRA RD OR FORESTVALE RD EXTENDED TO THE EAST IS CRITICAL AND ACCESS TO TOWN & RETURNING FROM TOWN FOR HELENA VALLEY RESIDENTS.
- SINCE I AM RETIRED AND MY WIFE IS IN WATERFORD, WE DON'T TRAVEL MUCH.
- WE NEED AN INTERCHANGE AT CUSTER AVE.
- HOW ABOUT ADDING PASSING LANES ON THE HWY BETWEEN HELENA & TOWNSEND? UNEXCUSEABLE THAT THIS IS NOT YET DONE.
- OUR PROBLEMS ARE NOW MINOR & WILL NOT BECOME SEVERE IN MY LIFETIME. I MOVED TO MONTANA TO GET AWAY FROM TRAFFIC PROBLEMS. MAKING IT EASIER TO DEVELOP THE COUNTRY IS CONTRARY TO MY WAY OF THINKING.
- NEEDS PLAN TO BE IMPLEMENTED - ENOUGH STUDY.
- I WOULD LIKE TO SEE THE NORTHBOUND INTERCHANGE EXIT/ENTER RAMPS REDONE. THE WAY THEY ARE RIGHT NOW IS DANGEROUS. I'M SURPRISED THERE HAVEN'T BEEN MORE ACCIDENTS THERE.
- IF AN INTERCHANGE IS PUT IN PLACE BETWEEN MT CITY & PROSPECT IT NEEDS TO BE TO A THRU STREET & NOT WINNE AVE. THE TRAFFIC THERE IS ALREADY TERRIBLE.
- YOU ARE CERTAINLY DEALING WITH OUR GROWTH AREAS. I WOULD HOPE THE DESIGNERS WILL NOT MAKE THE SAME STUPID DESIGN. SOME EXITS ARE REALLY DANGEROUS.
- THE TRAFFIC IS GETTING DANGEROUS & BACKING UP DURING BUSY HOURS. THERE ARE BLIND AREAS BEING CHEATED ALSO DUE TO THE CARS NOT FLOWING PROPERLY.
- MANY PROBLEMS ARE DUE TO CONGESTION IN TOWN.
- I DON'T HAVE ANY BUT I'M SURE THERE IS SOME.
- I AM NOT A GOOD JUDGE OF AREAS FOR DAILY USE.



**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- I DON'T TRAVEL I-15 VERY MUCH, BUT THINK THERE SHOULD BE ANOTHER EXIT BETWEEN LINCOLN RD AT CEDAR BECAUSE THE DISTANCE BETWEEN THE TWO IS TOO FAR. IT WOULD LIKELY BENEFIT RESIDENTS LIVING IN THE VALLEY. I LIVE DOWNTOWN AND DON'T TRAVEL THAT DIRECTION VERY OFTEN. PEOPLE LIVING THERE MIGHT KNOW BETTER THAN I WHAT WOULD WORK BEST.
- THERE IS A REAL SAFETY ISSUE IN CONGESTION TO GETTING ON AND OFF I-15 AT PROSPECT & I 1TH INTERCHANGE. THAT HAS TO BE RE-ROUTED TO ALLOW MORE DISTANCE FOR MERGING AND EXITING ESP NORTHBOUND LANES.
- BUSINESS AND HOPEFULLY INDUSTRY IS DEVELOPING NORTH OF HELENA, HOUSING IS GROWING NORTH AND EAST.
- I DON'T UNDERSTAND WHY THE HWY WAS TORN UP HALF WAY TO MONTANA CITY & THE MEDIAN IN THE MIDDLE WAS GRATED. NO DRAINAGE WAS PUT IN, GRASS WILL HAVE TO BE REPLACED & IT DOESN'T LOOK ANY BETTER.
- WE ARE RETIRED AND DON'T HAVE A PROBLEM GETTING INTO THE CITY. HOWEVER, WORKING PEOPLE WILL SURELY BENEFIT FROM IMPROVEMENTS IN THIS AREA (I-15).
- I THOUGHT THE REASON FOR THIS STUDY WAS TO HELP THE TRAFFIC ON N. MONTANA AVE. IT IS A DANGEROUS ST BECAUSE IT IS THE MAIN ROAD INTO HELENA AND THE NORTH VALLEY KEEPS GROWING.
- I BELIEVE IT WOULD GREATLY BENEFIT THE COMMUNITY TO HAVE AN INTERCHANGE AT CUSTER AVE AND SIERRA RD. THE BUSINESSES AND HOMEOWNERS WOULD HAVE EASIER ACCESS.
- PEDESTRIAN WALKWAYS & BICYCLE PATHWAYS SHOULD BE CONSIDERED ON ALL OVERPASSES.
- I BELIEVE THE BIGGEST TRAFFIC CONGESTION IS COMMUTERS FROM THE CAPITOL AREA/MID-TOWN AREA TRAVELING I 1TH & MONTANA TO GET TO THE I-15 CAPITOL INTERCHANGE. PERHAPS USING BROADWAY TO ACCESS THE CAPITOL WOULD ALLEVIATE THE PROBLEM.
- DIFFICULT FOR A RETIRED PERSON LIVING AT HUNTERS POINT TO KNOW ALL THE VARIOUS PROBLEMS. WE SURE SEE A LOT OF CONSTANT TRAFFIC GOING BY.
- ANOTHER INTERCHANGE IS NEEDED IN THE HELENA VALLEY. MONTANA AVE IS CONGESTED TO THE MAX!
- LEFT TURNS ON TO I-15 AT MONTANA CITY. LEFT TURNS OFF I-15 AT LINCOLN.
- PLEASE BUILD EAST-WEST BIKE LANES AT ALL RECONSTRUCTED INTERCHANGES.
- LACK OF DECISION-MAKING IS HURTING THIS COMMUNITY. TAKE POSITIVE ACTION. FORGET THE DO-GOODERS. DON'T TAKE 15 YEARS TO DO SOMETHING.
- I DON'T THINK THERE IS REALLY ANY NEED FOR CHANGES. CONGESTION IS INSIGNIFICANT COMPARED TO MOST PLACES. AN EXIT BETWEEN CEDAR & LINCOLN WOULD BE VERY CONVENIENT. THE PROBLEMS ARE MUCH GREATER ONCE YOU LEAVE THE INTERSTATE & GET ONTO THE STREETS IN TOWN. THEY ARE NARROW & CONGESTED, NOT I-15.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- CAPITOL INTERCHANGE NEEDS A NEW DESIGN! ARE ON/OFF RAMPS POSSIBLE AT COUNTY ROAD 282? NEW DESIGN AT CEDAR SHOULD HELP TRAFFIC FLOWS. I'M NOT IN FAVOR OF A VALLEY INTERCHANGE, BUT AN OVERPASS/UNDERPASS CONCEPT. WHAT ABOUT A PAVED FRONTAGE ROAD TO MONTANA CITY?
- I MOVED TO HELENA ON OCT 1, 2001. I PREVIOUSLY LIVED IN JEFFERSON COUNTY, CLANCY, FOR 32 YEARS. I QUIT DRIVING DUE TO MEDICAL CONDITION & I HAD REACHED THE POINT THAT I WAS SCARED AS THE TRAFFIC HAD GOT SO BAD.
- GETTING PEOPLE TO USE I-15 MORE WOULD TAKE SOME OF THE CONGESTION OFF MONTANA AVE BUT, AS YOU ALREADY KNOW, GETTING OFF & ON NEEDS TO BE MORE HASSLE-FREE.
- IT SEEMS THAT NO ONE LISTENS TO THE PEOPLE. THIS IS WHAT 90% OF THE PEOPLE WANT: A SAFER INTERCHANGE AT 287, A CUSTER AVE INTERCHANGE, A SIERRA INTERCHANGE. OF COURSE, THAT WOULD BE A LOT OF MONEY.
- THE MAJOR BUSINESS AREA IS MOVING NORTH OF CUSTER & WEST ALONG CUSTER. MONTANA AVE IS MAIN ACCESS FROM CAPITOL TO NEW STORES. NORTH TO SOUTH CEDAR IS USED AS A WAY TO GET TO MONTANA AVE TO GET TO NEW STORES. A CUSTER INTERCHANGE IS THE BEST ANSWER NOW & IN THE FUTURE.
- MORE INPUT FROM OUTSIDE OF HELENA.
- INTERCHANGE AT CUSTER WOULD HELP CONCENTRATE DEVELOPMENT IN AN ALREADY COMMERCIAL USE AREA. INTERCHANGE AT FORESTVALE WOULD ENCOURAGE DEVELOPMENT IN A LESS COMMERCIALY USED, MORE RESIDENTIAL AREA. LET'S NOT ENCOURAGE STRIP MALL SPRAWL ALONG THE MONTANA CORRIDOR TO THE NORTH.
- THE STUDY USES AN ARTIFICIALLY NARROW DEFINITION OF THE TRANSPORTATION PROBLEM. MANY ASSUME THIS WAS DONE FOR THE CONVENIENCE OF MDT, WHICH WILL UNDERCUT THE LEGITIMACY OF THE RESULTS.
- WE NEED MORE OFF/ON RAMPS. AT LEAST 2 OR 3 MORE.
- BUILD IT & THEY WILL COME - IT IS AN INVITATION TO MORE TRAFFIC. CARPOOLS, BUSES, BIKES, ETC., NEED TO BE IMPLEMENTED.
- NEED OFF & ON RAMP AT CANYON FERRY RD.
- NUMBER ONE PROBLEM IS THE UNSAFE INTERCHANGE AT PROSPECT AVE.
- IT IS A SAFETY ISSUE MORE THAN A CONVENIENCE.
- A FRIEND WHO LIVES IN THE VALLEY SAYS NORTH MONTANA IS SO BAD THAT THE FORESTVALE INTERCHANGE IS ABSOLUTELY NEEDED. I THINK A GOOD WAY FOR PEDESTRIANS & BIKERS TO CROSS ALL INTERCHANGES IS VERY IMPORTANT.
- WE NEED MORE EXITS ON I-15 & REBUILT LINCOLN RD EXIT.
- THE DECISION WAS ALREADY MADE & APPROVED & FUNDING WAS APPROVED. YET THE L & C COUNTY COMMISSION RENEGED ON THE PROJECT.
- WE WOULD LOVE TO SEE THE LINCOLN RD INTERCHANGE VISIBILITY PROBLEM CORRECTED. WE SUGGEST MAKING ACCESS TO I-15 FROM CUSTER AVE.
- I THINK YOUR SURVEY IS TOO LONG & COMPLICATED.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- WIDEN OVERPASS AT CUSTER AVE. INCREASE LENGTH OF ON & OFF RAMPS. FIX MESS UNDER CAPITOL INTERCHANGE.
- WE NEED TO REDUCE THE VOLUME OF TRAFFIC ON MONTANA AVE. AN INTERCHANGE AT SIERRA RD WOULD HELP. THE OVERPASS IS ALREADY THERE. FORESTVALE INTERCHANGE IS STUPID. MORE THAN ANYTHING ELSE, WE NEED AN EAST-WEST TRUCK ROUTE AROUND HELENA. A CUSTER AVE INTERCHANGE WOULD REQUIRE A NEW OVERPASS. THE PRESENT OVERPASS IS ALREADY INADEQUATE.
- I THINK THERE IS A NEED TO HAVE ANOTHER INTERCHANGE BETWEEN CEDAR ST & LINCOLN RD.
- CUSTER AVE & BROADWAY INTERCHANGES ARE LONG OVERDUE! EAST/WEST TRAFFIC FLOW IN HELENA & THE VALLEY MUST BE ADDRESSED!
- CUSTER & SIERRA RD NEED EXIT IMPROVEMENTS FOR SAFETY & TRAFFIC CONGESTION.
- SAFETY IS A BIG CONCERN, ESPECIALLY IN THE WINTER. WHEN YOU GET ALL THE CARS ON I-15 BETWEEN 7 & 9 AM & 4 & 6 PM & THE ROADS ARE BAD, YOU ARE ASKING FOR AN ACCIDENT TO HAPPEN.
- THE I-15 PROJECT WILL NOT IMPROVE TRAFFIC MOVEMENT UNLESS THE CITY DOES SOMETHING WITH MONTANA AND MALFUNCTION JUNCTION AND A DIFFERENT TRUCK ROUTE NOTHING WILL IMPROVE.
- ACTION IS NEEDED NOT MORE STUDIES.
- I CAN'T IMAGINE WHY THEY WOULD WANT TO WASTE ALL THAT MONEY ON SOMETHING WE DON'T NEED.
- SINCE WE LIVE IN YORK, WE HAVE EASY ACCESS TO I-15 & TOWN. BEING RETIRED ALLOWED US TO CHOOSE TIMES WHEN TRAFFIC IS NOT HEAVY.
- I USED TO LIVE IN SOUTHERN CALIFORNIA. 24 YEARS IN THE LOS ANGELES AREA. BELIEVE ME, I CAN'T IMAGINE ANY SERIOUS TRAFFIC PROBLEMS ANYWHERE ON THE I-15 CORRIDOR OR ANY PLACE IN MONTANA.
- I THINK IT WILL ADD CONVENIENCE, HELP DEVELOPMENT WITH INSIGNIFICANT NEGATIVE IMPACT.
- START ON THE INTERCHANGE AT FORESTVALE IMMEDIATELY! THE STUDY WAS DONE YEARS AGO! WHAT IS THE PROBLEM?
- IF AN EXIT WERE CREATED, I WOULD DEFINITELY FIND IT USEFUL. I'D SAY I WOULD USE IT MORE THAN 10 TIMES PER WEEK.
- I GUESS I NEVER UNDERSTOOD WHY SOMEONE DIDN'T WANT FORESTVALE INTERCHANGE. IT'S EASIER TO BUILD ON INTERCHANGE WHEN YOU ARE PLANNING AHEAD THAN TO TRY REMODELING. ALSO WHAT HAPPENED TO THE SOUTH HILLS BYPASS?
- WHY BOTHER - THERE WILL BE NEW RESIDENTS WHO DIDN'T TAKE THE TIME TO CHECK OUT THE AREA & PLANNED FUTURE PROJECTS AND WILL BE OPPOSED - JUST AS SIERRA & DIEHL OVERPASS AREAS WHICH WERE PUT IN WITH THE INTENTION OF FUTURE ON/OFF WHEN I-15 WAS BUILT. THESE SHOULD BE FINISHED AS ORIGINALLY PLANNED.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- I HIGHLIGHTED ON THE MAP MY MAIN ROUTES THROUGHOUT THE WEEK. I WOULD SAY THE GREATEST CONGESTION IS ON I17H EASTBOUND DURING PEAK HOURS. AND MONTANA FROM BROADWAY TO CUSTER. IT IS DIFFICULT TO VISUALIZE HOW TRAFFIC WOULD FLOW WITH ANY GIVEN ADDITIONAL INTERCHANGE. I HOPE WHEN A PLAN IS WELL THOUGHT OUT BY EXPERTS, IT WILL BE EXPLAINED WHY IT WILL BE THE BET.
- A NEW INTERCHANGE ON CUSTER AVENUE WOULD BE BENEFICIAL.
- DO NOT PUT AN INTERCHANGE AT SIERRA.
- A BYPASS TO I-90.
- CAREFUL RESIDENTIAL TRANSPORTATION PLANNING SHOULD BE FOLLOWED - I.E. HEAVY TRUCK ROUTES TO KEEP SUCH TRAFFIC OUT OF NEIGHBORHOODS. ALSO - I-15 SHOULD SUPPORT TRAFFIC FLOW IN HELENA VALLEY MUCH BETTER WITH NEW INTERCHANGE AT FORESTVALE/SIERRA. MONTANA AVENUE IS A MAJOR PUBLIC SAFETY HAZARD.
- I THINK SURVEYS THAT DON'T INCLUDE TAXPAYER'S POSSIBLE FUTURE BILL ARE RIDICULOUS! OF COURSE I WANT, WANT, WANT.....BUT AT WHAT PRICE? THAT IS THE DECIDING FACTOR FOR ME IN ANY GOVERNMENT PROGRAM. HOW DARE NOT INCLUDE A SET OF QUESTIONS INCLUDING COST!
- WILL THE STUDY INCLUDE TRAFFIC NEAR MONTANA AVENUE - ESPECIALLY ON SIDE STREETS BETWEEN I-15 & MONTANA NEAR POWER TOWNSEND? THIS COULD HELP TRAFFIC FLOW & REDUCE CONGESTION.
- THE PROBLEM IS REFLECTED IN CONGESTION ON MONTANA AVENUE FROM CEDAR NORTH.
- MAKE CUSTER AVENUE ON/OFF RAMPS ALSO WIDEN CUSTER AVENUE FROM MONTANA AVENUE TO YORK ROAD TURNOFF.
- THE CAPITOL INTERCHANGE IS A HAZARD AND NEEDS TO BE RE-DESIGNED. I'D LIKE TO SEE THE FORESTVALE INTERCHANGE BUILT AS WELL.
- WE DO NOT NEED AN EXIT TOO CLOSE TO THE SOUTH END OF TOWN WHERE NEIGHBORHOODS ARE ALREADY ESTABLISHED.
- INTERCHANGES ARE NEEDED AT COUNTY ROAD 82, CUSTER AVENUE AND MONTANA AVENUE NEED 4 LANES WITH TURN LANES AND BIKE/PEDESTRIAN PATHS. ALL THESE LOCATIONS REQUIRE BACK TRACKING TO GET TO SERVICES.
- MONTANA AVENUE NEEDS TO BE WIDER BETWEEN CUSTER AVENUE & LINCOLN ROAD TO ACCOMODATE THE INCREASE OF TRAFFIC IN THEIR AREA.
- I THINK THE REAL PROBLEM IS WITH TRAFFIC ON EAST/WEST ROUTES & MONTANA AVENUE. WE NEED TO FIND A WAY TO DISTRIBUTE TRAFFIC FLOW MORE EVENLY.
- ALL DECISIONS HAVE BEEN MADE ALREADY. THIS SURVEY IS JUST TO MAKE IT LOOK GOOD. IMPROVEMENTS NEED TO BE MADE TO MONTANA AVENUE BETWEEN CUSTER & LINCOLN ROAD.
- AN INTERCHANGE BETWEEN CEDAR STREET EXIT & LINCOLN ROAD WOULD GREATLY IMPROVE BY TAKING PRESSURE OFF NORTH MONTANA AVENUE. TRAFFIC FLOW & CONGESTION ON NORTH MONTANA AVENUE.
- PUT A NEW INTERCHANGE NORTH OF SIERRA ROAD OR ON SIERRA ROAD.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- I DO NOT PERSONALLY FEEL THAT AN INTERCHANGE AT FORESTVALE ROAD IS IN THE BEST INTERESTS OF ALL USERS OF I-15. THERE ARE NO MAJOR BUSINESSES NEAR THERE. WITH THE NEW SHOPPING PLACES ON CUSTER AT MONTANA I WOULD PREFER TO SEE AN INTERCHANGE THERE.
- THE PRIMARY PROBLEM WITH THE I-15 CORRIDOR IS THE ACCESS/EXIT ON THE NORTHBOUND PROSPECT EXIT. THAT SHOULD BE FIXED BEFORE ANYTHING.
- TO DO NOTHING WOULD BE THE WORST POSSIBLE SCENENARIO. CONGESTION WILL ONLY INCREASE WITH THE INEVITABLE GROWTH IN HELENA AND SURROUNDING AREA.
- IMPROVE EXISTING INTERCHANGES - THIS WOULD SOLVE MOST PROBLEMS. TRACK WHERE BUSINESSES ARE BEING DEVELOPED ANY FOCUS THERE - (PROBLEM OF THE FUTURE).
- AN INTERCHANGE WAS APPROVED BY STATE HIGHWAY DEPARTMENT AT FORESTVALE ROAD, BUT THEN CITY INTERVENTION HALTED THE CONSTRUCTION.
- IF THE COMMUNITY (HELENA AND NORTHERN JEFFERSON COUNTY) IS GOING TO GROW AND PROSPER, WE NEED TO PLAN FOR THE FUTURE. THIS WILL MOST CERTAINLY MEAN MAKING CHANGES ALONG THE I-15 EVEN IF THEY ARE UNPOPULAR.
- THERE NEEDS TO BE AN INTERCHANGE AT CUSTER STREET. THE RICH DEVELOPERS WHO WANT AN INTERCHANGE BETWEEN CAPITOL AND MONTANA CITY SHOULD PAY FOR IT THEMSELVES, NOT MY TAX DOLLARS. EXPANSION IS INEVITABLE BUT IT SHOULD BE CONTROLLED A LITTLE BETTER & GUESS THAT'S WHAT THE SURVEY IS FOR, HUH!
- IF ANY INTERCHANGE IS UNDERTAKEN, IT SHOULD BE LOCATED NORTH OF THE AIRPORT ON CUSTER AVENUE.
- PERSONALLY, I-15 ISSUE AFFECT ME LESS THAN SEVERAL PEOPLE I KNOW, THOUGH IT DOES COME INTO PLAY OCCASIONALLY. I ONLY SEE RUSH HOUR TRAFFIC PROBLEMS ON SELDOM OCCASIONS I HAVE BUSINESS IN THAT AREA. BUT I KNOW FROM FRIENDS WHO TRAVEL IT DAILY THAT SOME WORK NEEDS TO BE DONE.
- IT IS DIFFICULT TO SEE TRAFFIC COMING EAST ON LINCOLN ROAD WHEN YOU ARE GETTING OFF I-15 ON LINCOLN TURNING LEFT.
- EXTEND THE NEW CANYON FERRY, YORK ROAD, REALIGNMENT PROJECT WEST TO MONTANA AVENUE TO INCLUDE A NEW I-15 OVERPASS.
- GROWTH AND DEVELOPMENT WOULD BE A POSITIVE IMPACT NOT A NEGATIVE ONE.
- WHILE NOT ADDRESSED IN THIS SURVEY, THE LONG RUN IMPACT TO OTHER STREETS IN AREA IF CHANGES ARE NOT MADE TO I-15 NEEDS TO BE CONSIDERED - MONTANA, GREEN MEADOW, BENTON.
- THE COMMUTOR TRAFFIC ON MONTANA AVENUE MOST BE INCLUDED IN A NEED STUDY FOR HELENA VALLEY ACCESS.
- A EAST/WEST BYPASS MAY BE MORE OF AN ANSWER TO THE PROBLEM THAN MORE INTERCHANGES.
- DO NOT NARROW UP BRIDGES WITH NON-ESSENTIAL CURBING!
- OUR COMMENT IS ABOUT THE FORESTVALE INTERCHANGE AND HOW MR. JIM JENSEN AND MEIC HAS PUT A STOP TO EVERYTHING TRYING TO GET DONE.

**Question: 20 Please give us any other comments you would like to about the I-15 Corridor or about the study**

**Comment**

- THAT ANY IMPROVEMENTS ARE PART OF A WELL THOUGHT OUT PLAN TO RESTRICT URBAN SPRAWL IS ENVIRONMENTALLY SENSITIVE & FISCALLY SOUND. BIKE/HIKE TRAILS SHOULD BE INCLUDED IN THIS AND ANY OTHER ROAD IMPROVEMENT PLANS.
- THE PROBLEMS WILL INCREASE AS THE CITY VALLEY ARE GROWING.
- TOTAL WASTE OF MONEY. TRAFFIC IS NOT THAT BAD.
- BUILD INTERCHANGES AT CUSTER AVENUE, SIERRA ROAD AND 282 AT I-15 THEN BUILD A FRONTAGE ROAD TO CONNECT ST. PETERS HOSPITAL WITH MONTANA CITY. PUT IN AN INTERCHANGE HALFWAY BETWEEN 282 & HIGHWAY 12 INTERCHANGE.
- A SIERRA INTERCHANGE WOULD ONLY BENEFIT THOSE BETWEEN SIERRA AND LINCOLN ROAD (NOT MANY COMPARED TO THE REST OF THE AREA) A NEW INTERCHANGE AT CUSTER SHOULD BE #1 PRIORITY. A SECOND NEW INTERCHANGE BETWEEN THE HIGHWAY COMPLEX AND HOSPITAL AREA AND CAPITOL AREA SHOULD BE #2 PRIORITY.
- THOSE THAT OPPOSE THIS BECAUSE THEY THINK IT WILL BRING MORE GROWTH DON'T WANT TO FACE THE REALITIES OF LIFE. GROWTH WILL HAPPEN! IF WE DON'T DO THIS, CONGESTION WILL GET WORSE OR PEOPLE WILL MOVE FARTHER OUT.
- I HOPE THAT THE CHANGES ARE DESIGNED PRIMARILY FOR SAFETY AS WELL AS TO INCREASE FLOW OF TRAFFIC.
- I WOULD APPRECIATE THINGS GETTING DONE AS SOON AS POSSIBLE.
- GET SOMETHING DONE AS SOON AS POSSIBLE.
- FOR HELENA TO MOVE FORWARD WE NEED IMPROVEMENTS AND THE SOONER THE BETTER.

## Appendix IV: Survey Methodology

### *Sampling*

Approximately 4,000 households were selected to participate in the survey using a stratified systematic sampling method.<sup>1</sup> An individual within each household was selected using the birthday method.<sup>2</sup> The 4,000 households were selected from the following zip codes: 59601, 59602, 59634, 59635, 59639 and 59644.

### *Survey Administration*

Households received three mailings during October and November of 2001. The first was a postcard notifying them they had been selected to participate in a survey about the I-15 corridor between the Montana City and Lincoln Road interchanges. About a week later a survey was mailed with a cover letter signed by Kenneth Gambrell, the project manager for the EIS study for the corridor. Approximately one week after the first survey was mailed, a second survey was mailed, with a cover letter asking those who had not yet participated to do so, while informing those who had already completed the survey not to do so again.

### *Response Rate and Confidence Intervals*

In determining a response rate, which represents the proportion of surveys returned from eligible households, the “ineligible” households are removed from the calculation. In a mailed survey, the ineligible households represent addresses to which a survey was mailed but not delivered. These include addresses of vacant housing units and addresses which were not recognized by the post office. (All the addresses are run through software provided by the post office which cleans up the address file to match post office specifications and assign a bar code, to ensure more efficient delivery. However, even with this step, some surveys are returned by postal carriers as “undeliverable.”) The usual rate of ineligible addresses is about 5% to 10%. However, this survey had a higher rate than usual. This may be due to the rural nature of much of the area. The table below shows the number of returned postcards received by area with the study region. The overall undeliverable rate was 14%; it was higher in the Clancy and Townsend areas. The survey data were weighted by zip code to ensure proper representation from each area in the final survey results.

**Table IV.1: Rates of Undeliverable Surveys by Area**

AREA	Total Sent	Number Returned Undeliverable	Percent Returned Undeliverable
CLANCY	175	60	34%
EAST HELENA	141	11	8%
HELENA	3,525	453	13%
TOWNSEND	159	34	21%
TOTAL	4,000	558	14%

1 Systematic sampling is a method that closely approximates random sampling by selecting every Nth address until the desired number of households are chosen.

2 The birthday method is a process to remove bias in the selection of a person within the household by asking the “person whose birthday has most recently passed” to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys.

Of the 3,442 eligible households<sup>3</sup>, 1,411 completed the survey providing a response rate of 41%. This represents a good response rate; in general, the response rates obtained on resident surveys range from 25% to 40%.

It is customary to describe the precision of estimates made from surveys by a “level of confidence” (or margin of error). The 95 percent confidence level for this survey is generally no greater than plus or minus 3 percentage points around any given percent reported<sup>4</sup>. The confidence intervals are larger around estimates for subgroups.

### *Weighting the Data*

The demographic characteristics of the sample were compared to those of the study region as reflected in the 2000 Census. Survey results were statistically adjusted to reflect the larger population when necessary. As Census data are not available for all the “cells” or crossbreaks of the data (for example, the proportion of the population that are males between the ages of 35 and 54 who rent their residence), the reweighting of the data do not perfectly represent the Census estimates, but they are very close. The variables used in the weighting scheme, and the results of the reweighting, are presented in the table on the next page.<sup>5</sup>

### *Data Analysis*

The surveys were analyzed using the SPSS statistical package. For the most part, frequency distributions and average (mean) ratings are presented in the body of the report. Anova and chi-square tests of significance were applied to breakdowns of selected survey questions by demographic subgroups. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between subgroups are due to chance; or in other words, a greater than 95% probability that the differences observed are “real.” Where differences were statistically significant, they are so noted.

<sup>3</sup> “Eligible” households refer to addresses that belong to a residences that are not vacant within the study area.

<sup>4</sup> The margin of error was calculated using the following formula:  $1.96 * \text{square root}(0.25/802)$ . This margin of error is calculated in the most conservative way. The standard error was assumed to be the greatest for a binomial distribution: 50%/50%.

<sup>5</sup> An example of how weighting works may be helpful. Hypothetically, suppose the population norm for households in single family detached housing versus attached housing was 50%/50%, but 70% of the surveys we received were from households in single family detached housing, and 30% were from households in attached housing. The weights we would need to apply to make our sample representative of the population would be 0.7143 for those in single family detached housing (thereby giving each response **less** weight in the overall ratings) and 1.6667 for those in attached housing (giving each response **more** weight overall). Let’s further suppose that these two groups had very different ratings of parks; those in detached housing felt very favorably, giving a rating on average of 80 on a 100-point scale, and those in attached felt much less favorable, giving an average rating of 40 on a 100-point scale. Given that we had more responses from those in detached housing, if we did NOT weight the results, we would be left with a rosier picture of the perception of parks by residents than if we did weight the data. The unweighted average rating is 68 on a 100-point scale ( $80 \times 70\% + 40 \times 30\%$ ), while the weighted average is 60 on a 100-point scale ( $80 \times 50\% + 40 \times 50\%$ ).

Characteristic	Percent in Population	Percent in Sample	Weight	Unweighted Rating of Parks	Weighted Rating of Parks
Single Family Detached	50%	70%	0.7143	80	80
Attached	50%	30%	1.6667	40	40
TOTAL	100%	100%	----	68	60



**Table IV.3 Comparison of Population Estimates to Respondent Demographics**

Characteristic	Percent in Population		
	Population Estimates	Unweighted Survey Data	Weighted Survey Data
<b>Tenure</b>			
Own home	69.1%	86.6%	63.7%
Rent home	30.9%	13.4%	36.3%
<b>Gender</b>			
Female	51.1%	60.7%	51.2%
Male	48.9%	39.3%	48.8%
<b>Age</b>			
18-34 years of age	27.4%	9.1%	27.1%
35-54 years of age	44.4%	48.6%	44.5%
55+ years of age	28.2%	42.3%	28.4%
<b>Zip Code</b>			
59601	60.7%	57.4%	62.6%
59602	27.4%	31.5%	26.1%
59634	4.4%	6.2%	4.4%
59635	3.5%	2.9%	3.3%
59639	0.1%	0.1%	0.1%
59644	4.0%	1.9%	3.2%

## **Appendix V: Survey Materials**

The following pages contain copies of the survey materials used to conduct the I-15 Resident Survey. Included are the prenotification postcard, cover letters, and survey instrument.

Dear Resident,

Your household has been selected at random to participate in an anonymous survey about Interstate 15 (I-15) through the Helena area between the Montana City and Lincoln Road interchanges. A copy of the questionnaire will be mailed to you next week with instructions for completing and returning it.

It is important to us that we hear from you! Carter & Burgess has been hired to study options for this section of I-15. The project advisory committee will receive the results of the survey and use them during the process of identifying and evaluating improvements on this crucial stretch of I-15.

Thank you in advance for helping us with this important project!

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Thank you in advance for helping us with this important project!

**INTERSTATE 15 CORRIDOR**

**Montana City to Lincoln Road**

I-15 Corridor EIS  
P.O. Box 150  
2905 N. Montana Avenue  
Helena, MT 59601

Presorted  
First Class  
US Postage Paid  
Boulder, CO  
Permit NO. 94

**INTERSTATE 15 CORRIDOR**

**Montana City to Lincoln Road**

I-15 Corridor EIS  
P.O. Box 150  
2905 N. Montana Avenue  
Helena, MT 59601

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Permit NO. 94

# INTERSTATE 15 CORRIDOR

## Montana City to Lincoln Road

I-15 Corridor EIS  
P.O. Box 150  
2905 N. Montana Avenue  
Helena, MT 59601

Dear Resident,

We would like your opinions as options are explored for the Interstate 15 (I-15) corridor between the Montana City and Lincoln Road interchanges. We are enclosing a questionnaire to obtain your opinions. Your household was randomly selected to participate in this survey. Only a small number of households have been selected so it is especially important for a member of your household to respond.

In order to obtain a representative and random sample, we have devised a simple method for you to choose which household member should complete the survey. **Please have the adult who most recently had a birthday complete this survey. The year of birth plays no role in the selection.** Your responses to this survey will be completely anonymous and results will be reported in group form only. When you complete the survey, please return it using the enclosed postage-paid envelope.

Carter & Burgess, Inc., an independent transportation planning firm, has been hired to study options for this section of I-15. National Research Center, Inc. is helping gather opinions and preferences from residents through this survey. Your participation is very important to us and to everyone who would be affected by any transportation projects that might be undertaken. The anonymous results will be shared with the project advisory committee and the local media.

If you have questions about the survey, feel free to e-mail Erin Caldwell at [erin@n-r-c.com](mailto:erin@n-r-c.com) or phone her toll-free at 877-467-2462.

If you would like more information about the I-15 Corridor EIS study, please call the project hotline at 458-4789 or visit the project website at [www.I-15HelenaEIS.com](http://www.I-15HelenaEIS.com)

Thank you in advance for helping us with this important project!

Sincerely,



Kenneth M. (Kim) Gambrill, AICP  
Project Manager

Si usted le gustaría completar esta encuesta en español por favor llame a Marilyn Kuntemeyer. Llamada gratis: 877-820-5240 y hay que pedir conexión a Marilyn Kuntemeyer, extensión 5283. Llamada directa a larga distancia: 303-820-5283 (conexión directa al teléfono de Marilyn Kuntemeyer).



- Existing Interchange
- Existing Overpass

# INTERSTATE 15 CORRIDOR

## Montana City to Lincoln Road

I-15 Corridor EIS  
P.O. Box 150  
2905 N. Montana Avenue  
Helena, MT 59601

Dear Resident,

About a week ago we sent you a copy of this survey about Interstate 15 (I-15) between the Montana City and Lincoln Road interchanges. If you have already completed and returned the questionnaire, we thank you for your time, and ask you to discard this survey. Please do not respond twice.

If you have not yet responded, we encourage you to do so. We would like your opinions as options are explored for the I-15 Corridor. Your household was randomly selected to participate in this survey. Only a small number of households have been selected so it is especially important for a member of your household to respond.

In order to obtain a representative and random sample, we have devised a simple method for you to choose which household member should complete the survey. **Please have the adult who most recently had a birthday complete this survey. The year of birth plays no role in the selection.** Your responses to this survey will be completely anonymous and results will be reported in group form only. When you complete the survey, please return it using the enclosed postage-paid envelope.

Carter & Burgess, Inc., an independent transportation planning firm, has been hired to study options for this section of I-15. National Research Center, Inc. is helping gather opinions and preferences from residents through this survey. Your participation is very important to us and to everyone who would be affected by any transportation projects that might be undertaken. The anonymous results will be shared with the project advisory committee and the local media.

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- Existing Interchange
- Existing Overpass



# INTERSTATE 15 CORRIDOR

## Montana City to Lincoln Road

### PUBLIC SURVEY

The Montana Department of Transportation has hired the firm of Carter & Burgess, Inc. to prepare an Environmental Impact Statement (EIS) that will evaluate the need for possible transportation improvements on I-15 from the Montana City Interchange to the Lincoln Road Interchange. Results from this survey will be used to help complete this important study. A map of the I-15 Corridor is provided on the back of the cover letter, if you would like to refer to it while completing these questions. Your responses are confidential, and will be reported in group form only. Thank you very much for your participation. The completed questionnaire can be returned in the enclosed postage-paid envelope.

For each question, please circle the number that most closely represents your opinion.

- |  |               |                  |                  |               |
|--|---------------|------------------|------------------|---------------|
|  | no<br>problem | minor<br>problem | major<br>problem | don't<br>know |
| 1. How much of a problem, if at all, is congestion on I-15?..... | 1             | 2                | 3                | 4             |

IF YOU THINK THERE IS NO CONGESTION PROBLEM ON I-15, PLEASE GO TO QUESTION #3.

2. Please rate how much of a problem, if at all, congestion on I-15 is in each stretch and direction listed below, and when you think the problems occur.

	How Serious Is the Problem, If At All? (Please circle one only)				When Does the Problem Occur? (Check all that apply)		
	no problem	minor problem	major problem	don't know	between 7 and 9 am	between 4 and 6 pm	other times
a. Northbound between Montana City Interchange and Capitol/Prospect Ave. Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Northbound between Capitol/Prospect Ave. Interchange and Cedar Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Northbound between Cedar Interchange and Lincoln Road Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Southbound between Lincoln Road Interchange and Cedar Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Southbound between Cedar Interchange and Capitol/Prospect Ave. Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Southbound between Capitol/Prospect Ave. Interchange and Montana City Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



7. Improved transportation access is one of many factors than can affect the type, pace and location of future development. Do you think that a new interchange or other access at the locations listed below would make your quality of life better or worse? Do you think the quality of life of other regional residents would get better or worse?

	Would your personal quality of life get better or worse if a new interchange were created at each of the locations listed (Please circle one only)					Would the quality of life of other regional residents get better or worse if a new interchange were created at each of the locations listed (Please circle one only)				
	much better	a little better	no change	a little worse	much worse	much better	a little better	no change	a little worse	much worse
a. Between Montana City Interchange and Capitol/Prospect Ave. Interchange	1	2	3	4	5	1	2	3	4	5
b. Between Capitol/Prospect Ave. Interchange and Cedar Interchange	1	2	3	4	5	1	2	3	4	5
c. Between Cedar Interchange and Lincoln Road Interchange	1	2	3	4	5	1	2	3	4	5

8. How much of a problem, if at all, do you feel it is to cross under or over I-15 on existing east/west roads? .....1      2      3      4

no problem
minor problem
major problem
don't know

IF YOU THINK IT IS NO PROBLEM TO GET ACROSS I-15 ON EXISTING EAST/WEST ROADS, PLEASE GO TO QUESTION #10.

9. Please rate how much of a problem, if at all, it is to cross under or over I-15 on existing east/west roads, why there is a problem, and when you think the problems occur.

	How Serious, If At All, Is the Problem? (Please circle one only)				What Is the Problem? (Please check all that apply)					When Does the Problem Occur? (Check all that apply)		
	no problem	minor problem	major problem	don't know	traffic congestion	traffic safety	difficult for bicyclists	difficult for pedestrians	other problem*	between 7 and 9 am	between 4 and 6 pm	other times
a. Montana City Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. County Road 282 (between Montana City Interchange and Capitol/Prospect Ave. Interchange)	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Capitol/Prospect Ave. Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Boulder Avenue (between Capitol/Prospect Ave. Interchange and Cedar Interchange)	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Cedar Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Custer Avenue	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Sierra Road	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Lincoln Road Interchange	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* What other problems are there in crossing over or under I-15? \_\_\_\_\_

10. How much of a problem, if at all, do you feel it is that there are no additional crossings to get from one side of I-15 to the other between Montana City and Lincoln Road? .....1 2 3 4

IF YOU THINK IT IS NO PROBLEM THAT THERE ARE NO ADDITIONAL CROSSINGS, PLEASE GO TO QUESTION #12.

11. Please rate how much of a problem, if at all, it is to get across I-15 at the locations listed below, and why there is a problem.

	How Serious, If At All, Is the Problem of No Crossing in These Locations? (Please circle one only)				What Is the Problem? (Please check all that apply)						
	no problem	minor problem	major problem	don't know	access to work	access to schools	access to medical care	access for bicyclists	access for pedestrians	access to businesses and shopping	access to other community facilities
a. Between Montana City Interchange and County Road 282	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Between County Road 282 and Capitol/Prospect Ave. Interchange)	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Between Capitol/Prospect Ave. Interchange and Cedar Street	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Between Cedar Street and Custer Ave.	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Between Custer Avenue and Sierra Rd.	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Between Sierra Road and Lincoln Road	1	2	3	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12. There are several possible changes to I-15 between Montana City and Lincoln Road that may be considered to improve transportation along the corridor. To what extent do you support or oppose each of the following options?

	Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Don't Know
a. Making no improvements along the I-15 Corridor	1	2	3	4	5
b. Making only minor improvements along the I-15 Corridor	1	2	3	4	5
c. Including a new overpass/underpass north of Cedar	1	2	3	4	5
d. Including a new overpass/underpass south of Capitol	1	2	3	4	5
e. Including a new interchange north of Cedar	1	2	3	4	5
f. Including a new interchange south of Capitol	1	2	3	4	5
g. Including carpool lanes	1	2	3	4	5
h. Including improvements for bicyclists and pedestrians	1	2	3	4	5
i. Including improvements for bus service	1	2	3	4	5

13. Please rate your agreement with each of the statements below. Circle the number that most closely represents your opinion.

	strongly agree	somewhat agree	somewhat disagree	strongly disagree	don't know
a. I would ride a bike more often if more bike paths, lanes and bike racks were built	1	2	3	4	5
b. I would walk more often if more sidewalks, walking paths, crosswalks and benches were built	1	2	3	4	5
c. I would take the bus for some trips if a convenient bus service was provided	1	2	3	4	5

**14. About how often do you use I-15 from Montana City to Lincoln Road for each of the following types of trips?**

	<u>3 or more round trips per day</u>	<u>5 to 20 round trips per week</u>	<u>2 to 4 round trips per week</u>	<u>1 to 4 round trips per month</u>	<u>less than one round trip per month</u>
a. Commuting to and from work	1	2	3	4	5
b. Other types of work trips	1	2	3	4	5
c. To shop or run errands	1	2	3	4	5
d. For recreation	1	2	3	4	5
e. To get to and from school (or to take children to and from school)	1	2	3	4	5
f. Other kinds of trips	1	2	3	4	5

**15. About how often do you cross I-15 between Montana City and Lincoln Road for each of the following types of trips?**

	<u>3 or more round trips per day</u>	<u>5 to 20 round trips per week</u>	<u>2 to 4 round trips per week</u>	<u>1 to 4 round trips per month</u>	<u>less than one round trip per month</u>
a. Commuting to and from work	1	2	3	4	5
b. Other types of work trips	1	2	3	4	5
c. To shop or run errands	1	2	3	4	5
d. For recreation	1	2	3	4	5
e. To get to and from school (or to take children to and from school)	1	2	3	4	5
f. Other kinds of trips	1	2	3	4	5

**16. Before taking this survey, had you heard of the new study being implemented for I-15 between Montana City and Lincoln Road?**

- no → go to question #17
- yes → **16a. How had you heard of it? (Please check all that apply.)**
  - newspaper articles
  - Council or Commission meeting
  - public/community meetings
  - committee meetings
  - Jefferson County website
  - other \_\_\_\_\_
  - television
  - radio
  - "word of mouth" from friends or family
  - don't remember
  - Lewis and Clark County website

**17. How would you like to be informed about matters related to the study of the I-15 Corridor? (Please check all that apply.)**

- through a newsletter
- ads in the newspaper
- other \_\_\_\_\_
- newspaper articles
- public community meetings
- a website dedicated to the project
- television or radio public service announcements

**18. How, if at all, would you like to be involved in providing additional feedback about the study as it progresses? (Please check all that apply.)**

- wouldn't like to be involved
- attending public meetings
- writing letters
- other \_\_\_\_\_
- providing feedback on a website devoted to I-15 issues
- calling a hot line with my comments
- e-mailing my comments to project designers

**19. What concerns, if any, do you have about the implementation of transportation projects on I-15? (Please check all that apply.)**

- none
- it will bring more growth or development
- it will have adverse impacts on environment
- it won't be what's really needed
- other \_\_\_\_\_
- it will disrupt traffic during construction
- it will change the character of our community
- it will take too long
- the decisions about the I-15 Corridor have already been made

20. Please give us any other comments you would like to about the I-15 Corridor or about the study of possible improvements to the Corridor.

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## DEMOGRAPHIC QUESTIONS

Our last questions are to ensure a valid sample of survey responses. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

21. In what area of the region do you currently live?

- City of Helena
- North of Custer Avenue and West of I-15
- East Helena
- Other Lewis and Clark County Area
- Montana City Area
- Other Jefferson County Area

22. How long have you lived in this location?

\_\_\_\_\_ years \_\_\_\_\_ months

23. What is your zip code? \_\_\_\_\_

24. How close to I-15 do you live?

- less than a half mile
- within a half mile to one mile
- within one to two miles
- within two to five miles
- more than five miles away

27. Are you currently employed?

- no → go to question #28
- yes → Do you work in . . .
  - Downtown Helena/West Helena
  - Capitol/State Government Area
  - Hospital Area
  - Airport/Montana Department of Transportation Area
  - North of Custer Avenue
  - Montana City
  - East Helena
  - Elsewhere in Lewis and Clark County
  - Elsewhere in Jefferson County

28. Where do you shop regularly? (Check all that apply.)

- Downtown Helena/West Helena
- Capitol Hill Mall Area
- North Helena Area
- East Helena
- Elsewhere in Lewis and Clark County
- Montana City Area
- Elsewhere in Jefferson County

29. Which of the following best describes your age?

- 18 – 24 years old
- 25 – 34 years old
- 35 – 44 years old
- 45 – 54 years old
- 55 – 64 years old
- 65 years or older

30. Your gender:

- male
- female

26. Do you rent or own your residence?

- rent
- own

31. What was your household's total annual income in 2000? (Please include in your total income money from all sources for all persons living in your household.)

- less than \$15,000
- \$15,000 to \$24,999
- \$25,000 to \$34,999
- \$35,000 to \$49,999
- \$50,000 to \$99,999
- \$100,000 or more

Thank you for completing the survey. Please return it in the enclosed postage-paid envelope to:

National Research Center, Inc.

1503 Spruce Street, Boulder, CO 80302

If you have any questions about this survey, please contact Erin Caldwell via e-mail: [erin@n-r-c.com](mailto:erin@n-r-c.com) or phone toll-free 1-877-467-2462.

If you would like more information about the I-15 Corridor EIS study, please call the project hotline at 458-4789 or visit the project website at [www.I-15HelenaEIS.com](http://www.I-15HelenaEIS.com)



